

MANUFACTURERS' RECORD

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BALTIMORE, MAY 28, 1908.

Sibley-Menge Press Brick Co. of Birmingham, in a recent letter to the MANUFACTURERS' RECORD, says:

You are thoroughly familiar with the business conditions that have prevailed for the past six months, and we appreciate the kindness you have shown us in this matter. Our plant has been operated on half-time up to the first of April at a considerable loss in order to maintain our force. We are glad to say that since the first of April business has revived in such rapid strides we are now almost back to the standard of 1907, and the outlook is most encouraging.

It is announced that labor candidates for the Georgia Legislature are advocating the establishment of a bureau of labor and labor statistics for the State. One of the advocates takes the astonishing position that such a bureau will prove valuable in attracting settlers and in establishing industries from outside. Before the Georgia Legislature establishes such a bureau it will be well for that body to inform itself as to the results of similar bureaus in other States where they have been tried and to discover whether those results, from the standpoint of the attraction of settlers and industries, have not been largely negative, if, indeed, not actually deterrent. There is presumption for belief that the reply will be in the affirmative in the fact that the average labor bureau is essentially a sop to a particular class in politics, of an influence largely bogus, and that about the only beneficiaries of it are labor agitators or derelict politicians absolutely ignorant of the first principles of statistics and, in apology for their incompetency, occupied in furthering agitations bound to repel from the State intelligent settlers or informed capital.

NEW ORLEANS AND THE REASONS FOR OPENING A MANUFACTURERS' RECORD OFFICE THERE.

A great Frenchman once said, in substance, that nowhere else on earth were the conditions for living, for the maintenance of a great population and the development of vast business interests equal to the Mississippi valley. The world recognizes the truth of this statement. In this the predestined workshop of the world, drained by what is, all things considered, the most important river of earth, the progress now under way is making for marvelous business expansion in the Central South and Southwest. Of necessity New Orleans is the focusing point for much of this richly-endowed territory. Radiating from that city are many steamship lines to Central America, to Europe, and to Eastern ports, while railroads stretch in every direction, northward, westward and southward. New Orleans is becoming a central point for the great business activities throughout the South and Southwest.

In order that we may more fully cover that territory through special correspondence and to be in closer touch with every phase of development, the MANUFACTURERS' RECORD has established a branch office in New Orleans, fully equipped to cover both from the news and the business point of view the whole territory geographically and by business connections tributary to New Orleans. Our staff correspondent, Mr. Albert Phenis, will be in charge of this New Orleans office.

The magnificent sugar refinery enterprise now being built in New Orleans by the American Sugar Refining Co. at a cost of about \$5,000,000, planned to do a business of \$50,000,000 to \$75,000,000 a year, as illustrated in this week's issue of the MANUFACTURERS' RECORD, is only one of the signs which point to the growth of that city. With its imperial location, redeemed in health by its great sewerage and drainage system, developing along the broadest lines of modern activity, New Orleans is destined, as Stuyvesant Fish, when president of the Illinois Central Railroad, once said to the writer, "to be one of the really great cities of the world."

The MANUFACTURERS' RECORD believes in progress. It believes that the time of dullness is the time to prepare for activity. It believes that now, when there is depression, is the time to show its own unbounded faith in the progress of the South and in the opportunity to

do business there. With this in view it extends its field of operation by opening a New Orleans office, so equipped as to be prepared to greatly enlarge its own facilities to work for the upbuilding of the whole South.

CO-OPERATION VS. BITTER COMPETITION IN IRON AND STEEL AND ITS EFFECT ON THE SOUTH.

At a recent dinner of the leading iron and steel people of all sections the beautiful flowers which had decorated the table were removed just before the speaking began. Standing in high vases, they had obstructed the views of those at the table, and when one of the leaders in this industry was called upon for an after-dinner talk, he said:

When the flowers were removed a few moments ago I felt that we had been deprived of a great pleasure. Their beauty had delighted our eyes. We had feasted upon them while feasting upon the vials placed before us. Yet as they were taken away there came to me another thought: They had obstructed our view, so that we could not see each other so clearly, face to face. Then I thought of the time when one year ago the flowers of prosperity bloomed so abundantly in the iron and steel interests that they obstructed our view, and we were unable to see each other, and know each other, except as active business rivals. When the flowers of prosperity were removed we came then, just as at this moment, to see each other face to face, and eye to eye, and the bond of sympathy and co-operation which has been developed is probably worth the cost. We have learned lessons in the last few months that we could never have learned without this personal contact which has come about through these gatherings in this period of depression.

What this speaker so happily illustrated as the outcome of the splendid work, in harmonizing conflicting interests, which has been wrought under the leadership of Judge Gary and those in and out of the Steel Corporation who have stood with him in this great work, applies not only to the interests of individual companies, but to the interests of sections. For the first time in the history of the country the South has come into its own so far as iron and steel are concerned. With the Steel Corporation in Birmingham busy at work in the development of that district under the direction of a man who ranks as one of the foremost steel makers in America, there is no longer room for jealousy on the part of any other iron interest as to the South and its resources and their development. When the announcement of the purchase by the Steel Corporation of the Tennessee Record heralded it as one of the most important movements ever made for the upbuilding of the South. We predicted that not only would the work of the Steel Corporation add immensely to the value of every iron and coal property in the Central South and hasten the development of that region by its own work, but that other iron and steel people would be drawn into this section to take part in this good cause. No

one who mingles with the leading iron and steel people of this country can but note the remarkable change which has come about in the last few months in their appreciation of the South's advantages and of its future.

"Within six years the shipments of Lake ores will be at the rate of 60,000,000 tons a year," was the statement made by Mr. W. P. Snyder of Pittsburgh in discussing with the MANUFACTURERS' RECORD the development of the iron and steel industry of this country, and to this striking statement, pointing to the increased output in the Lake region greater than has been generally claimed in so short a time, Mr. Snyder added: "The future of the iron industry of this country is in the South." In pointing out reasons for his faith in the great future of Southern iron interests, Mr. Snyder called attention to the rapid depletion of the Lake Superior supplies under this tremendous drain on that district and to the very great development which is taking place in the South, based on the iron-ore and coal resources of this section. It is a gratifying fact that those who have so long had faith in the final outcome of the iron interests of the South should now find that not only the Steel Corporation, but the independent iron and steel people of the country are beginning to realize the wealth of opportunity in this section. It is likewise gratifying that they do not look upon the South in the sense of rivalry, but take the broad view that in the future of the iron and steel interests of this country there is room enough for all, and that the "development of the South means the enrichment of the nation." So long as human nature continues as it is there will be competition in business, but the iron and steel people of this country are setting the world an example of friendly co-operation in industry rather than destructive competition, which seems to indicate the opening of a new epoch in the world's trade and commerce.

CHANGING TO THE BETTER.

Since the day when the Supreme Court, in rendering its decision against the constitutionality of the rate laws of Minnesota and North Carolina, gave assurance to the world that drastic legislation, confiscatory in its results, would not stand the test of the law, there has been a very great change in the financial and business sentiment of the country. Since this decision, and augmented by it, there has been a growing sentiment on the part of the people throughout the country that this drastic muck-raking period had gone too far. With this change in public sentiment and the turn back to a saner view of things there has been a growth of confidence, a renewed disposition on the part of people to get to business. Capitalists are once more willing, slowly, it is true, but with increasing faith, to give consideration to investments. Individual investors of smaller means feel that business stability is being re-established, and they, too, are willing to

consider things which a few months ago would not have claimed their attention. As an outcome of these conditions, the MANUFACTURERS' RECORD feels safe in saying that the tide is beginning to turn, that business is once more moving forward. Those who want to be ready for the great activity which is ahead of us in the not very distant future had better begin to make their preparations now.

As a whole, the crop conditions are more favorable than for many years. The increased supply of farm labor has resulted in better plowing, better conditions for planting and better cultivation of the soil generally. It has also given enlarged acreage, with the prospect of an ample supply of labor to take care of the harvesting of the crops. Nature promises to be very prolific this year. Fruits, vegetables, grass, everything that tends to a wide diversification of agricultural prosperity gives promise of an abundant yield.

The demand which is gradually increasing for railroad securities is making it possible to take up long-delayed construction work. Very few people have any conception of the stringent economy which has prevailed in railroad management. Supplies have been permitted to run down to the minimum; wear and tear have not been taken care of; the buying of railroad materials, whether they be of iron, steel or lumber, have been limited to the smallest possible amount. When money again becomes available for replacing exhausted stocks, for the improvement of tracks and of rolling stock, the buying activity will swamp the producing capacity of the country.

No one need for a moment imagine that this country is going to stand still much longer. It halted with a sudden shock last fall, and it has been taking account of the situation. It has found that the fundamental conditions were never so solid, that the world's business is expanding on a broader scale than mankind ever knew, and that this country has potentialities greater than any other country, yea, even than any other continent on earth. It has realized that the conditions which helped to bring about this sudden stoppage are passing away with the return to a saner view of conditions; and so, having taken account, it finds itself about ready to go ahead. Political unrest may for a time somewhat limit activity, but no man who looks broadly over the whole situation can question the fact that the wheels are once more beginning to revolve. They will gain momentum in proportion as upwise agitation ceases.

We are pushing out for larger things, for greater growth than the past witnessed. There are signs of these changes everywhere—North, West and South. It is time to get ready for coming business activity.

MENACE TO THE REPUBLIC.

In his address this week at the State University of Alabama, Governor Johnson of Minnesota is reported as dwelling upon the subject of dangers to the Republic. The report of his address makes no mention of reference to the greatest danger to the Republic, of which there was one reflection in the results of the recent primary in Alabama, if they have been accurately summarized. Referring to the remarkable majority for Governor Johnson in Mobile county, a dispatch from Mobile, Ala., said that "Many did not know that there was such a man as Johnson until they saw his cards and his name on the ticket on the day of election."

If the majority for Johnson in the county was due to the ignorance of voters thus pictured, the result in that county was only typical of results on a much larger scale in recent American politics, results confined to no party or to no faction of any party, but results revealing a state of political mind, or lack of mind, more menacing to the Republic than either "a tendency of the Federal Government to a centralization of power" or "the power of centralized and predatory wealth," cited by Governor Johnson. Readiness of voters to support in politics an individual of whose existence they were ignorant until they saw his name on the ticket on the morning of the election fairly illustrates the present political mind of the country. While it prevails any evil is possible.

FOR CLEARNESS.

Our contemporary, *The State of Columbia, S. C.*, quotes an unnamed "friend of high-grade intelligence" as expressing an erroneous impression as to the relation between the Cosmopolitan Society's mixed racial banquet in New York and the leader of the Ogden Movement for education of the South. We wish we had the name of this "friend of high-grade intelligence" so that we could give him clear understanding. For the comments by *The State*, while correcting the wrong impression of its friend in one particular, fail to show appreciation of the significance of the banquet as related to Ogdenism. Referring to the whites prominent at the banquet, *The State* says, for instance, that Mr. Robert C. Ogden had no "closer connection with these white men than to have had two of them—editors of powerful papers in New York—express strong interest in his work for education." It might be suggested that Mr. Robert C. Ogden has brought to the South in earlier years one of these editors—Oswald Garrison Villard—to participate in the Conference for Education in the South, and that Southern educators associated with Mr. Ogden in that Conference, in the Southern Education Board or in the General Education Board united three years ago with Oswald Garrison Villard in raising funds for a memorial in a negro school in the South to another leader in the Ogden Movement, described in the fund-raising literature as a "believer in the equality of all men without regard to race, color or creed." That is the connection between the Cosmopolitan Society's banquet and the Ogden Movement for Education in the South, which cannot be obscured by references at the eleventh hour to "the inaccuracy of readers and the yellowness of newspapers." The question is, Can Southern educators afford to participate in and can Southern newspapers afford to defend a movement in education which, like the Ogden Movement, has more than once harbored and honored practitioners of equality of whites and blacks, no matter what they may or may not have said on that subject?

Mr. Villard is of the New York *Evening Post*. The other "powerful paper" represented at the Cosmopolitan Society's function is the New York *Independent*, and that paper in an editorial, in 1905, alluding to race antipathy as a "cultivated vice" and characterizing as "wicked" the laws "which in Mississippi forbid intermarriage of the races," said:

We are asked if we would "invite negroes" to our home if we "lived in the South," and if we "now mingle with them on terms of social equality." That depends on the negro.

In the South the Editor of the *Independent* has sat with negroes at their table in their home and enjoyed it; and he has entertained negroes in his own home, and no hurt done. But they were intelligent, cultivated people. What he would do if he lived in the South he cannot tell, but he hopes he would not mingle socially with ignorant and disagreeable people of any shade or tint.

Do not these facts suggest that support of the Ogden Movement by the New York *Evening Post* and the New York *Independent* is one of the best reasons in the world why that Movement should not be supported by American intelligence?

WOOD-PULP.

The select committee of the National House of Representatives to make investigation of various matters connected with the manufacture and sale of wood-pulp and print paper and the effect of the existing tariff duty on production, price, etc., has sent to newspapers of the country a form containing many questions bearing on the subject. One of the questions seeks to discover the political affiliations of newspapers. It may be suggested that that question is unnecessary. If it were possible to draw any sharp line between the two great political parties of the country as to the tariff, such an inquiry might bring valuable results. But as it is, if newspapers are affected one way or the other by the tariff duty on wood-pulp or printing paper they will not permit political affiliations to figure in the matter. The point that the select committee of the House of Representatives and the newspapers of the country should bear in mind is, Who would be most benefited by the abolition of the tariff on wood-pulp and printing paper—newspaper publishers or American owners of foreign supplies of wood-pulp? Outside, however, of this question, the whole effort, we believe, is an improper one. The newspapers of this country are no more entitled to free wood-pulp than are other interests entitled to free raw materials, and what is free raw material to one concern is the finished product to another. The papers which believe in a protective tariff and the papers which believe in a tariff for revenue only are alike, as the MANUFACTURERS' RECORD views the subject, taking an entirely mistaken and purely selfish view of the situation. Those who favor a protective tariff have no right to seek an unjust discrimination in their own favor, and those who believe in tariff for revenue only, of necessity should demand an equal amount of protection on all imported goods. It seems to us there has been no greater piece of pure selfishness of business affairs than the effort to seek a personal selfish benefit at the expense of others and at the expense of the position taken by all reputable papers, whether they be, as stated, in favor of a protective tariff or a tariff for revenue.

Mr. J. Freeman Williams, treasurer and manager Woodstock Hardwood & Spool Manufacturing Co., Charleston, S. C., writes to the MANUFACTURERS' RECORD:

We think you can always count upon us as a regular and interested reader of the MANUFACTURERS' RECORD. We have been subscribing to it for a number of years and would feel lost without it. We consider it the duty of every progressive business man to take and read such a paper, which strives so hard to encourage the industrial development of the South. You can therefore continue our subscription, and if at any time you desire information concerning this section of the South, you are at liberty to call upon us and we will gladly respond so far as our ability and knowledge will permit.

A RAY OF SUNSHINE FOR THE RAILROADS.

Cheerful confidence in the future of railroads as a result of the recent rate-case decision by the United States Supreme Court is evidenced in the promptness with which the Southern Railway and the Virginian Railway accomplished their new financing. Both note issues are large—one for \$15,000,000 and the other for \$17,000,000—yet they immediately found purchasers and the companies are assured of sufficient funds to prosecute their needed construction work. The Southern had many plans under way when the panic storm broke last fall, but the general financial crisis made it impossible to raise money through the sale of securities, and stagnation ensued on the system. The Virginian, which is completing an entirely new road, also keenly experienced the prostrating effects of the cataclysm, but now that both of these lines are enabled to fulfill their plans other companies will undoubtedly feel the good effects of this revival of interest in railroad issues.

But there were also signs of a decidedly better feeling toward railroads in other note and bond sales. The Norfolk & Western Railway sold \$7,500,000 of notes; the Chesapeake & Ohio disposed of a note issue of \$1,500,000 besides more than \$2,000,000 of bonds; the Missouri & North Arkansas Railroad sold \$900,000 of notes; the Atchison, Topeka & Santa Fe Railway sold \$1,000,000 of bonds, and a quarter of a million of bonds was disposed of by the Baltimore & Annapolis Short Line. This makes a total of \$45,000,000 of notes and bonds sold within a period of less than two months, not to mention the Pennsylvania's big bond issue of \$40,000,000, which, however, might be considered as being comparatively unaffected by the rate-case decision, and now the Burlington has just sold \$16,000,000 of bonds.

In addition to these sales of securities, there have been recent authorizations of new bonds amounting to more than \$20,000,000 and including the following: Galveston Terminal Co., \$5,000,000; Virginia & Southwestern, \$7,000,000; Brinson Railway, \$2,250,000; Atlanta & Carolina Railway, \$6,000,000. Most of these bonds will be applied to construction work, some to the purchase of equipment and the rest (a comparatively small proportion of the total) to refunding purposes. Thus there have been very recently upwards of \$101,000,000 of new railroad securities sold and more than \$20,000,000 authorized, or a total of \$121,000,000 for railroad purposes.

This resume covers only the principal issues which have commanded attention in financial and railroad circles recently, and does not take account of receivers' certificates or sales of old bond issues for continuing operations long ago decided upon. Thus the importance of the recent transactions and authorizations becomes even more apparent, and no doubt when the financial market has more fully experienced the beneficial effects of the rate-case decision there will be more flotations of bonds and notes and a still further resumption of railroad construction. The advantages to come to the people and the country at large from the assurance given to the railroads that they are entitled to charge rates which will allow them a decent return upon their properties will mean far more to the country or to any section than any gain to comparatively few individuals by a half-cent reduction in railroad fares.

Rates that are profitable to railroads mean progress and better service, and the bulk of people who travel do not desire cheap transportation if that means inferior facilities. The railroads generally have displayed readiness to give the best service possible, and they will continue to do so if unhampered.

It is to be hoped, for the sake of the public as well as the railroads, that the tide has surely turned and there will no longer be a sentiment threatening failure for the transportation companies, but one which will permit them to proceed with the great plans of double-tracking, new terminals, stronger bridges, shorter routes and new extensions which were so abruptly checked last year.

PLAYING TO THE LIMIT.

In his eminently practical address at the banquet of the machinery and supply men at Richmond, Va., Mr. Charles A. Moore of Manning, Maxwell & Moore of New York, talking of the opportunities of young men in business, said:

Get into the game, young man, and play it to the limit, if you will allow me to use these technical terms. I have been through all the phases of life, and I tell you that a fellow is not apt to beat you at your own game; you generally get beat playing the other fellow's game; he knows it better than you.

At a time when too many young men are being unfitted in the schools to play any kind of a legitimate game to the limit, these words of one who has made a notable success, and made it on the square, ought to be carefully pondered by every young man starting upon his lifework—the game. Playing the game to the limit requires

Fitness,
Firmness,
Fairness.

No cripple should try to win a foot-race. No ambition should mistake the sound of the farm dinner-horn for a call to the ministry of the Gospel. Inherited or acquired distaste for physical exertion is no guaranty of eminence at the bar or in medicine, nor is it an excuse for a man's spending his days behind the ribbon counter. Delights of a visit to the country for the tired brainworker are no proof that he would find profit in raising chickens. Winning as dealer in the mysteries of a bucket-shop by no means implies qualification to bank for the game of poker with gentlemen.

One must be fit for any game that he enters. He must be educated; that is to say, he must have mind, muscle or morale, or all of them, so well in hand, he must know so well the goal, that he cannot swerve voluntarily from the track, and if circumstances beyond his control trip him, he can quickly recover lost ground and regain his even pace. Schooling that dwarfs initiative and makes a man an imitator, that sinks conscience in cunning and substitutes aimless-wit for accurate knowledge and growing experience squared to fundamental principles of manhood, handicaps him from the start and points straight to the blackball at the end, no matter how high his pile of dollars, no matter how lofty his reputation in the sight of ignorance. He may have played a game, to be sure. But its fruits smell bad to gentility and to virtue and taste bad to him. Smiling though his front may be, gay and debonaire though his bearing, he is in hell all right, even before his eulogy has been pronounced. His game is not worth the candle.

From him, though, players of the straight game may learn one thing, and

that, the value and importance of persistence, of firmness. It is the veriest puerility to chatter about Opportunity's knocking but once at the door and then passing forever. For every opportunity that knocks a hundred opportunities are knocked. 'Tis the fellow that hunts and chases opportunity, that gets his teeth into the neck of opportunity and holds on like grim death, that, in the absence of sporadic opportunity, reaches down into endemics and creates opportunity, who lands with both feet. Faint heart never wins fair lady, except in cases where the gray mare is the better horse, and that is against all nature. The woman who grabs a man for matrimonial purposes the first time he gives her a chance is a poor judge of human nature and is likely to pick an inferior sort of a male. The instinct of self-protection leads a real woman to put the right sort of fellow to the test before she lets it become a matter of "for better or worse." And it is the same with Dame Fortune, so-called. Most men who think they woo her are really after the wrong woman, are victims of the chemist's shop. Peroxide of hydrogen never can create gold. Luck, in fact, is usually a case of false pretense. He is actually lucky who is fit for the game and plays it in season and out of season, in good report and in evil report, in rain or shine. He makes hay while the sun shines, but he does not stop at that. When it rains he is planning to get in his hay with the greatest expedition and to market it to the best advantage. He is called lucky by the other fellow who has to send a mile to town for repairs of his mower when the harvest morning dawns bright and fair.

All the joy of the game is lost, however, and all its apples turn to bitter dust on the lips, if one has not played fair. The turfman who will hamstring the close-pressing horse of his rival on the homestretch is a fit subject for a lynching-bee. The wrestler who will deliberately maim his antagonist ranks as a brute in the eyes of men. Blows below the belt or after a man is down bar even a pugilist from the ring. So in business the game must be square give and take, front to front, with no stiletto or Black Hand letters, and in understanding that Nature abhors a quitter or a welcher as she does a vacuum, and that defeat on the level by greater strength or more perfect equipment is not a result of unfairness, but is a part of the Great Game.

They which run in a race run all, but one receiveth the prize. So run, not as uncertainly; so fight, not as one that beateth the air.

PLEASED WITH RESULTS.

In sending to the MANUFACTURERS' RECORD a letter of inquiry from Ponce, Porto Rico, induced by an advertisement in our columns of the Columbian Rope Co., Auburn, N. W., Mr. F. M. Everett, treasurer of that company, writes:

We are pleased to say, in this connection, that we have within the last few months received inquiries, which referred to your magazine, from Smyrna, Asia Minor, England and Russia, as well as domestic territory, and we have been well pleased with the results obtained from our advertisement with you.

Mr. C. R. Lippmann, advertising manager Genuine Bangor Slate Co., Easton, Pa., writes:

It will perhaps interest you to know that we recently received through your magazine an inquiry for our goods from St. Petersburg, Russia. We had no idea that the MANUFACTURERS' RECORD reaches beyond the South to that extent.

Mr. W. B. Kilpatrick, Southern representative, Washington, D. C., National Paint Works, Williamsport, Pa., writes:

I enclose herewith data for change in the reading of our advertisement, same space as heretofore. You can insert this for two weeks and then use the present form until further notice. We fear your readers will tire of looking at the same advertisement form. I visit all parts of the South and find manufacturers reading your advertisements as well as reading matter.

If you would have similar results, go and do likewise—that is, advertise in the MANUFACTURERS' RECORD.

AT THE TURN OF THE TIDE.

Day after day the shrill wind has been heard blowing in upon the shore, and the deafening, angry roar of the incoming tide has apparently been unceasing. As the waves break with awful force upon the beach they tear great gashes in its smooth surface and bring in vast quantities of wreckage and relentlessly tear down many adjacent buildings, strewn them about in indistinguishable heaps. But now the storm has ceased, the clouds have disappeared, and once more the sun is shining brightly. Were it not for the wreckage, the evidences of destruction all about us, would it not be difficult to conceive that we had passed through such a tempest? Looking at the smooth and placid beach, the gently rippling water dancing in the sunshine—all speaks peace and repose. But when we turn our glance to the ruin and wreckage all about us we realize the violence of the storm through which we have passed. The incoming tide cared not for the devastation that would be left behind when it receded.

May we not drawn a just and apt parallel between these conditions in nature and those which obtain at the present time in the economic and commercial world? The incoming tide of popular ignorant misapprehension, whipped to fury by the fierce wind of unreasoning denunciation, cared naught for the ruin it was to work. And thus the ceaseless, persistent agitation against corporate and other large forms of invested wealth has brought about the inevitable result of wrecked confidence.

But a turn has come in this tide. The storm is over. The wind has gone down. The sun is shining once more in a cloudless sky, and peace and quiet reign once more. In place of the late fierce radicalism, people are beginning to think conservatively and rationally, and to wonder whether they were wise in allowing certain leading spirits to use them in the creation of the tempest. And now these same leaders—some of them, at least—"roar you as gently as any sucking dove."

This wholesome change in public sentiment it is well to note, but how dangerous a thing it is to treat with indifference public confidence. Belief in enterprises which require the financial support of the public is of slow growth, needing careful and tender culture, a congenial soil and atmosphere, and watchful attention. The results of years of assiduous devotion may be swept out of sight by ill-advised and hasty action.

Have we learned the lesson that we must hold ourselves better in hand and not allow ourselves to be driven hither and yon at the capricious will of individuals whose intentions may be good enough, but who lack the discretion to say at the proper time the decisive word in affairs affecting the vested interests of a great nation? Human nature is far from infallible, and there are lapses enough, perhaps, in the best of us, but that broadcast, unthinking denunciation of vast aggregations of wealth, to which we have been treated for the last few years in magazines, books and papers, and in public

speeches, is calculated to bring, as it has, only ruin and disaster. If we have learned the lesson properly, in spite of all the damage done, it will be to our ultimate and lasting benefit. While there is danger in inconsiderate optimism, the world's advance is helped by the optimist, and not by the pessimist.

GETTING FOREIGN FARMERS.

Mr. C. B. Schmidt, commissioner of immigration Rock Island-Frisco Lines, writing from Chicago to the MANUFACTURERS' RECORD with reference to a report mentioned in our last issue, says:

"The facts are simply these: Two large landowners, owning 25,000 to 30,000 acres of wheat lands each, expressed a desire to this department to be supplied with some European wheat farmers, to whom they would be willing to rent lands under very liberal terms, supplying each family with 160 acres, with house, barn and well, under a rental contract which would give the tenant three-fifths of the crop and the remaining two-fifths as rental to the landowner.

"The landowner would provide the necessary work animals and implements at cost price, and the tenant to pay for them out of the proceeds of the first and second crop. The landowner would also furnish to the tenant the seed for the first seeding free of cost to the tenant, and give him sufficient land to raise vegetables for his family and also pasture for his work stock free of rent. Any tenant who felt so inclined could, during the term of his lease, purchase the land rented, or a part of it, at a fixed price, being the prevailing market value of the land in that locality and under a system of payments extending over 10 years, with 6 per cent. interest on deferred payments.

"This department has been able within a very few weeks to send the required families to Plains, and they are now farming under the contract above outlined and seem to be very well pleased with the country and their prospect for an early independence. The people are chiefly Germans, Poles, Lithuanians and Ruthenians who have in their old homes been agriculturists, but during recent years in this country have been employed in the large manufacturing plants in Chicago, Pittsburgh and Detroit.

"There are at present no similar opportunities available, at least not for people who are entirely without means. You will understand from the above that the railroad company has had little to do with the whole matter excepting to provide the settlers through its department of immigration. The railroad company has no land of its own to colonize."

TEXAS TAXATION.

The legislative committee of the Texas Commercial Secretaries' Association, which has as its motto, "Fewer Laws, Better Laws," is circulating a pamphlet designed to further simplification and equalization of taxation in Texas. The reason for the pamphlet appears in the following:

"We have parts of a number of systems. * * * We have effected numerous combinations of these systems, blending together in a discordant mass morals, politics and business. The 29th and 30th Legislatures completely revolutionized our system of taxation, swinging about \$2,000,000 per annum from general property to corporations, resulting in demoralizing business and frightening capital from Texas. The crest of the wave of the 29th Legislature is now upon us, but the 30th is yet to come, as some of the laws of the last Legislature are not yet effective. * * * Capital, reeling beneath this burden, has stamped for the border, and the result on railroad construction is apparent to all. Similar direct results

can be traced to other lines of industry, but the bulk of the trouble is in the intangible effect on the development of the State. Capital in deserting the State diminished taxable values, consequently the rate of taxation upon the general property is increased. In seeking to remedy the evil we must consider the character of our property and industrial pursuits of our citizens, as well as our natural advantages and undeveloped resources, and evolve a system of taxation which will restore confidence, evenly distribute the burdens of government and encourage the development of our latent resources; and above all things stability. Capital in making permanent investments require these conditions. The men who pay the taxes should say how the taxes should be levied."

THE CONSERVE CONFERENCE.

Why was the Conference, anyhow? Perhaps the secret is revealed in the following copy of an official document:

U. S. Department of Agriculture,
Forest Service,
Washington, D. C., April 16, 1908.

Sir—I have the honor to transmit herewith the manuscript of a paper entitled "The Conservation of Natural Resources." The substance of this paper was delivered as an address by me before the National Geographic Society, in Washington, January 31, 1908. Because of the importance of the subject I desire to recommend the publication of this manuscript as a Farmers' Bulletin.

Very respectfully,
GIFFORD PINCHOT, Forester.
HON. JAMES WILSON,
Secretary of Agriculture.

What became of the conferees?

According to the record, they must still be confereeing. After the publication of the list of their names they disappeared entirely from the limelight, and though two weeks have elapsed, nothing has been made known of their proceedings. They are probably the only members of the Conference for the Conservation of Natural Resources—the greatest ever, of course—who conferred. That was about all they could do, and they were about the only ones who had a chance to do it. The other members were put through such a course of sprouts that there wasn't even time for the set papers of the third day to be read, and they were given leave to be printed.

That was a distinct borrow from Congressional Record policy. It was not the only borrow of the Conference. There was that 20-minute rule on orators and the disconcerting gong to enforce it. To be sure, the ringing of the gong was, by a clock attachment, made automatic, but it was, nevertheless, a distinct benevolent assimilation of the idea exploited in the parish-house of Dr. P. Stickney Grant's church in New York until that phase of parlor socialism became a burden for its promoters.

There was a borrow, too, in the reunion, for the four hundred and forty-eleventh time, of the North and the South at the Conference. That is bound to happen whenever some Governors confer.

Indeed, the borrowing was so general that it is not surprising that a political literary bureau found a pretext to let out a story to the effect that Mr. William J. Bryan was guarded by detectives. He probably feared that some pet phrase of his would be borrowed. In that fear he was justified by the past and was vindicated even on this occasion. Witness the promptness with which his "twilight zone" was expropriated.

In the midst of confereeing over what did happen the 150-odd conferees are doubtless pondering upon the silence of the Conference as to one subject most intimately connected with projects for the conservation of resources for the use of posterity. There wasn't a word said

about race suicide—except to members of the Methodist General Conference the next day. So the conferees are doubtless trying to solve this conundrum:

"What provision for the comfort and happiness of myriads of immigrants from Heaven, so persistently called for by the Great Conservator, will there be if the development of coal and iron resources, basic in national prosperity, is not carried on in accordance with the needs of the country?"

The conferees are doubtless pondering upon another conundrum. It is suggested by the statement attributed to Governor Ansel of South Carolina, who, being asked what he was going to speak about at the Conference, said:

"I am at a little loss what to say without saying what has already been said."

Did not Governor Ansel unconsciously epitomize the Conference for the Conservation of Natural Resources? Did he not unwittingly suggest that the crying need of the country is a conservation of the energies expended upon conferences, congresses, conventions and convocations?

THE COTTON MOVEMENT.

In his report for May 20 Col. Henry G. Hester, secretary of the New Orleans Cotton Exchange, shows that the amount of cotton brought into sight during the 265 days of the present season was 10,672,575 bales, a decrease under the same period last season of 2,219,269 bales. The exports were 6,859,707 bales, a decrease of 1,095,251 bales. The takings were, by Northern spinners, 1,561,413 bales, a decrease of 812,903 bales; by Southern spinners 1,930,344 bales, a decrease of 123,522 bales.

Wood Pulp in 1907.

From reports of 258 mills the National Census Bureau finds that 3,962,660 cords of pulp wood were consumed in this country in 1907, an increase of 301,484 cords over the consumption of 1906. From the wood 2,547,869 tons of pulp were produced, an increase of 220,025 tons. Of the wood consumed last year, 1,795,278 cords were domestic spruce, 906,575 cords imported spruce, 576,154 cords hemlock, 352,142 cords domestic poplar, 19,798 cords imported poplar, 78,583 cords pine, 66,084 cords cottonwood, 43,884 cords balsam and 125,162 cords all other woods.

Mississippi Drainage.

Active work will begin at once in making a topographical survey of the Tallahatchie drainage district near Tunica, Miss., preparatory to relieving of surplus water about 1,500,000 acres of fertile delta lands. A meeting is to be held at Lexington, in the same State, looking to the formation of a drainage district for the purpose of reclaiming many thousand acres of valuable land now practically useless because of inundation by the waters of Black creek.

In 10 months ended April 30, according to the Florida Times-Union, the factory of the Cummer Lumber Co. near Jacksonville shipped 954 carloads of fruit baskets, crates, etc. It consumed 3,750,000 feet of logs, 3,000,000 feet of lumber, 45,000 pounds of twine, 40,000 pounds of nails, 26,500 pounds of wire, 8000 pounds of clasps and 1000 pounds of ink. The shipments went to Florida, Georgia, the two Carolinas, Maryland, New York, Mexico, Porto Rico, Jamaica and Cuba.

Activity at some of the gold mines of Alabama has resulted in publication by the United States Geological Survey of a paper on the subject by Mr. H. D. McCaskey. This shows that since 1800 gold to the value of \$760,470 has been produced in the State.

YOUNG MEN IN MODERN BUSINESS.*

By MR. CHARLES A. MOORE,
President Manning, Maxwell & Moore, New York, N. Y.

I am going to say a few words to young men. I say from my observation and experience there has been no time in the world's history and no place on the globe like America in the year 1908 for a young man. When I mean a young man I do not mean one who is gotten up faultlessly in attire, with attractive features and a most attractive form, capable of expressing himself in the most pleasing manner, but the young man who thinks and lives and sleeps and breathes the ideas of what he has made up his mind to take up as his life work.

I have 195 people in my office in New York, and I have the rule that the boy entering there enters at \$5 a week; that is the liberal sum which is given at first. Graduates from the high school have come with certificates to that effect, and the son of the president of a railroad and the son of a president of a bank, but the most successful young man in my office today is the son of a deck hand on a Wall-street ferryboat. Show me any country on the face of the globe where a boy could do that without the power of family, without wealth or without social influence. When a boy comes to me with not a soul in that establishment whom he has anything in common with, and shows himself regardless of any jealousies, and is not always coming to me telling me who did this and did that, by his intelligence of purpose, by his attention to business, just by that God-given power of brain that makes man above the animal, he rises right along. And then they say to me that a young man cannot get along!

I am interested in young men. Why? It is a necessity. I am not any younger than I was 20 years ago, but I am just as young as I can be. I don't even count my birthdays now, for fear that it will have a bad effect on me. They are poor things to have except when they give you nice presents. But we have got to depend on the young men. We have taken our place in the family of nations, and we have got to survive or perish by the character of the men who will be filling our positions in the next decade. You hear them tell of how lucky this fellow was; how fortunate that chap was. There are things which you cannot control which do often shape the affairs of men, but in most instances I know of the man has had something to do with shaping them; he shaped it right. He was lucky—all of us are lucky when we win.

I say to the young men in the first place, as I say to the boy: "Are you coming into my office simply to get this stipend of \$5 a week to give you pin money to go to the theater, or to get away from parental control, or are you coming here because you like this business? Don't do me the injustice, or yourself the injustice, to start in here unless you like this business, because there is something more in life, whatever walk you take up, than the mere making of money."

A man is more than an automatic money-making institution. I would think that my life was an absolute failure if all they could say for me when I died was that I left a very large sum for my family or others to quarrel over.

Get into the game, young man, and play it to the limit, if you will allow me to use these technical terms. I have been

*From a speech delivered before the annual banquet in Richmond, Va., of the Southern Supply and Machinery Dealers' Association, the National Supply and Machinery Dealers' Association and the American Supply and Machinery Manufacturers' Association.

through all the phases of life, and I tell you that a fellow is not apt to beat you at your own game; you generally get beat playing the other fellow's game; he knows it better than you. Learn the machinery game; it is a simple one; it only consists in delivering to the other fellow the article you sold him exactly as you sold it, and if it is not that way it is your article, and not his. Don't try the arts of Hungry Joe, the confidence man; don't play so that you will have to turn a corner quickly because you are afraid of meeting a man because you did him a dirty trick or delivered him something that you did not sell him. I have been a good long while on the "turf" in this kind of business. I started lugging a carpet-bag around, going from place to place, and when I found the line I liked I stuck to it. I went away from home, made personal sacrifices. I rode nights in sleeping cars because I was blessed with a good constitution and a good stomach, and when I got to a place where there was one man I could see one afternoon and found I could get into St. Louis the next morning I didn't stop, but took the train. When I would get up in the morning I would say, "My goodness, let me get breakfast and get down to that place, there's so much fun in it." My partner got tired; he didn't like to meet me; it was a little too common for him. I said: "Don't come beyond 23d street; stop right there if you don't like the game." And that is true for all young men; don't get into this business unless you are proud of it; unless you love it. If you find that you don't, get into a business that you do like; quit it. You want to make a very careful inspection of your business and your wife, and when you settle it say, "This is my life's work, I am going to play this game out," and then they can't stop you; it is only a question of degree what your success will be, that I will guarantee. When I meet a man who likes the game I will underwrite him to beat the life insurance game. I never made any mistakes in young men.

There is a misunderstood idea about the opportunities for young men. They tell me in confidence, "I don't see any show for me." I say, "There is not if you expect \$10,000 a year right off. I had rather pay you \$10,000 than \$2000 if you show me you are worth it, but I am from Missouri; you have got to show me." That is the kind of competition I like. And any man that is smart and knows the business will in no way be handicapped by us in getting all the information, all the trade, all the popularity, all the control of business that he can, and then he has got to be smart enough to utilize that for his benefit, and both of us will be made happy.

Col. Fred P. Grosscup and Mr. George S. Couch are planning to organize a market garden colony for a tract of 300 acres of bottom land four miles from Charleston, W. Va., according to *The Mail* of that city. It is estimated that last year more than \$1,200,000 worth of produce was shipped to Charleston and to the mining regions contiguous, and it is claimed that at least 75 per cent. of such produce should be raised in the Kanawha valley.

The MANUFACTURERS' RECORD is indebted to Mr. Henry Dorsey of the Dorsey Printing Co., Dallas, Texas, for an elaborate souvenir of the city of Dallas, consisting of a booklet profusely illustrated with views of the city's important buildings. It is published in honor of the Order of Elks, which will hold its annual convention this year in Dallas.

MUNICIPAL IMPROVEMENTS IN SOUTHERN CITIES

[Written for the Manufacturers' Record.]

"Owing to the low price of material and labor prevailing at this time we have been able to make some very advantageous contracts," writes the Mayor of a Southern town to the MANUFACTURERS' RECORD in telling of municipal improvements now in progress.

Whether or not such opportunity has been likewise grasped by other communities, it is a fact that letters, published in this issue of the MANUFACTURERS' RECORD, from officials of about 100 Southern and Southwestern cities reveal an encouraging interest and activity in carrying on work of the kind or in planning definitely for it. Most of the cities reporting have already provided the funds for work now in hand or contemplated for the immediate future, though some of these with others, under the momentum of accomplishment, doubtless are looking to further betterments. As noted in divers cities in the South from Maryland to Texas, and in Missouri and Oklahoma, the projects embrace practically all the lines of municipal service, city halls, schoolhouses, electric lighting, street paving, water-works, fire fighting, sewers and drainage, and they range in cost from \$750,000 for streets in Memphis, Tenn., or \$364,000 for a high-school building at Richmond, Va., to the normal maintenance of city work at Demopolis, Ala.; Gainesville and Summerville, Ga.; Darlington and Gaffney, S. C.; Cleveland, Tenn., and Lynchburg, Va. Several cities are energetically pushing two or more different kinds of improvements at the same time, some are confining their efforts to but one or two, but all seem inspired with the desire to add to the attractiveness of their limits as places of residence or business.

Among the cities which have a variety of projects in hand is Dublin, Ga., which has sold \$65,000 worth of bonds and within the next 20 days will commence extension of water mains, installation of a fire-alarm system, street paving, enlargement of water service and a new school building. Contract has been awarded by Eatonton, Ga., for a number of improvements at the water-works. In addition to a \$45,000 water-works extension and a \$35,000 sanitary sewer system, Norman, Okla., will soon look for bids for about five miles of street paving. Shawnee, in the same State, is just completing a \$165,000 sewer system and a water-works, and is letting this month contract for 100,000 square yards of paving, while Muskogee, which has several miles of street paving and sidewalks under contract, expects to spend from \$150,000 to \$160,000 on an enlargement of its water-works, about \$200,000 for sewers and \$100,000 for schoolhouses. Charlotte, N. C., is spending \$100,000 upon sewers, water-works and streets. Columbia, S. C., is paving Main street at an ultimate cost of \$173,000, is laying \$4300 worth of water mains and will remodel the jail or erect a new one. Dyersburg, Tenn., has under way a \$4000 City Hall and a \$15,000 schoolhouse, and will build one or two miles of gravel road during this year. Nashville, Tenn., has under way an addition to its electric-light plant to cost \$150,000, is building two schoolhouses for \$60,000, will lay about \$125,000 worth of new streets and will probably spend between \$100,000 and \$150,000 upon extension of water mains. Marlin, Texas, has completed recently a reservoir and an extension of its water-works system, and is now considering the paving of about 180,000 square feet of streets in vitrified brick. Paris, Texas, will begin next month to lay 20,000 square yards of pavement, and enlarged water piping will be laid under the

new pavement. It will also probably install a sanitary sewer system. Texarkana, Texas, is spending \$20,000 upon street improvements and \$9000 upon concrete culverts, and is likely to invest within the next few months \$10,000 in a jail and additional fire-fighting facilities. At Danville, Va., there is under consideration the construction of a new central electric plant to cost \$150,000, the erection of a \$20,000 jail and a \$30,000 schoolhouse and \$10,000 or \$20,000 additions to the water service. Richmond, Va., has awarded contract for a large \$364,000 building for the high school, and contracts for street paving and extensions of sewer system and water service, and will build a \$100,000 combined armory and market-house. Keyser, W. Va., will pave about one mile of streets this summer and will make extensive improvements at its water-works.

Single undertakings or allied ones include the following:

Street Paving.—Decatur, Ala.; \$75,000 Selma, Ala.; \$80,000 Hot Springs, Ark.; \$50,000 Jonesboro, Ark.; Dalton, Ga.; \$50,000 Orlando, Fla.; Palatka, Fla.; \$20,000 Fulton, Ky.; Alexandria, La.; Salisbury, Md.; Lexington, Mo.; St. Joseph, Mo.; Georgetown, S. C.; Brownsville, Tenn.; Fayetteville, Tenn.; Jackson, Tenn.; Bowie, Texas; Palestine, Texas; Stamford, Texas; Tyler, Texas; \$75,000 Hinton, W. Va.

Electric Lighting.—\$12,000 Abbeville, Ala.; Tallahassee, Fla., buying out existing plant or erecting a new one; Lagrange, Ga.; Abbeville, S. C.; Beaufort, S. C.; Denton, Texas; Terrell, Texas.

Sewers.—Fayetteville, Ark.; Rogers, Ark.; Jacksonville, Fla.; Cedartown, Ga.; Rome, Ga.; Shelbyville, Ky.; Ponca City, Okla.; Murfreesboro, Tenn.; Pulaski, Tenn.; Ennis, Texas; Wichita Falls, Texas; Moundsville, W. Va.

Schools.—Fayetteville, Ark.; Fort Worth, Texas; Alexandria, Va.

Water-Works.—Selma, Ala.; Baltimore, Md.; Frederick, Md.; Wilmington, N. C.; Beaufort, S. C.; Dallas, Texas; Ennis, Texas; Charlottesville, Va.; Clarksburg, W. Va.; Keyser, W. Va.

City Halls.—Alexandria, La.; El Reno, Okla.; Jackson, Tenn.; Wichita Falls, Texas.

The letters in full follow:

ALABAMA.

Abbeville.

P. A. McDaniel, Mayor, Abbeville, Ala.: The town of Abbeville on May 11 voted a \$12,000 bond issue with which to construct and maintain an electric-light plant. The vote was practically unanimous, there being only three votes cast against the project. Abbeville is a prosperous town of 2000 population, situated in the prosperous cotton and grain section of Southeast Alabama. It is the site of Henry county courthouse, the Southeast Alabama Agricultural College is located here, and the town supports two banks and handles on the streets between 15,000 and 20,000 bales of cotton each season. It already has in operation a first-class water-works system, and with the late bond issue it is hoped to be able to inaugurate a first-class electric-light plant.

Centre.

Wm. H. Cather, chairman building committee, Centre, Ala.: Cherokee county will build at once a high school under the new State law to cost \$2500, of brick, modern building, two stories, with auditorium upstairs, as near fireproof as possible. Anyone desiring to submit its plans and drawings of such buildings for our inspection free of charge may do so. From

any such plans received the committee will select type and kind of building desired and obtain specifications. Work is expected to commence by middle of June.

Decatur.

H. A. Skeggs, Jr., Mayor, Decatur, Ala.: The city of Decatur is doing nothing toward the construction of water-works, as we are well supplied in this line, but we are building streets and putting down sidewalks. We have now under contract about \$75,000 of bitulithic street paving. This contract is with the Southern Bitulithic Paving Co. In addition to this, we have completed a number of miles of sidewalks and have recently let contracts for several more miles of cement sidewalks. This contract is with Mr. S. A. Breeding, Decatur. The county of Morgan, Decatur being the county-seat, has recently voted to issue \$200,000 of bonds for the purpose of building roads throughout the county. I am informed that these bonds have not yet been sold, and I would like to suggest that the bonds will be first-class security, as this county is in fine financial condition. As soon as the bonds are sold the county will advertise for bids. Judge W. E. Skeggs, Decatur, can give you any further information in regard to the good roads. The Southern Railway has recently completed a concrete bridge over its tracks in this city 50x50 feet. This is one of the first bridges of this character built in this section of the country. I just mention these facts to show you that, notwithstanding the talked-of hard times, Decatur is going ahead, and if the country will adopt the motto published on the cover of your last issue I believe that it will be but a short time till we will have better times than we have ever had before.

Demopolis.

J. B. Meriwether, Mayor, Demopolis, Ala.: This city owns its own water-works. We are not making any improvements on same just now. There is nothing going on here in the way of city improvements except some little building of streets that we are doing with our street hands and teams.

Opelika.

L. F. Dickson, Mayor, Opelika, Ala.: Our present 20-year water contract expires May 11, 1911. Our 10-year light contract expires June 1, 1910. Our city would like to make a new contract for both plants together, and would pay for same in bonds, or would lease plant for a term of years.

Phenix City.

J. B. Coan, Mayor, Phenix City, Ala.: We have a nice system of water-works already, and have just completed a public-school building at a cost of \$13,000. We are not anticipating doing any street work above the ordinary just now.

Selma.

V. B. Atkins, Mayor, Selma, Ala.: The city of Selma has passed the necessary law for the paving of Broad and Water streets. The City Engineer was instructed at the meeting of the paving committee last Friday night to advertise for bids. We appreciate the fact that at this season we will be able to carry on the public improvements at a considerable less cost than during times of prosperity. We believe that we will not only be able to do this at less cost of labor, but also of materials. We expect to push forward the work of paving our streets as fast as possible. Our Water-works Commission has also taken up the plan of extending the main to North Selma, and already during the last month has extended the same about one mile, and we expect to carry on these improvements of the water system. We believe that after the present conditions of trade improve and conditions in

financial circles are better we will enter into a new era of prosperity.

Woodlawn.

W. E. Perryman, Mayor, Woodlawn, Ala.: Woodlawn has under construction at this time a sanitary sewerage system which has cost up to date about \$70,000, street-improvement work costing \$20,000. The City Council has just adopted plans for an addition to one of our school buildings which will cost about \$10,000, and has under consideration plans for a city hall, fire department and jail building which will cost, including equipment, about \$35,000. Bonds have already been issued covering the cost of the above construction except \$40,000 of the cost of the sewerage system, which is being charged to the abutting property. Owing to the low price of material and labor prevailing at this time we have been able to make some very advantageous contracts.

ARKANSAS.

Fayetteville.

C. A. Mulholland, Mayor, Fayetteville, Ark.: We floated \$200,000 in bonds last summer for the purpose of buying the water plant, making some improvements on same and installing a system of sewerage. We took over the plant last summer and the city is now running it. The contract for sewerage was let for \$71,000 and will soon be completed. Work has just commenced on a high-school building that is to cost about \$27,000. A Baptist church to cost about \$35,000 is almost completed, and the ground is now being broke for a business house that will cost between \$15,000 and \$20,000. Will try and keep you posted as to further improvements should there be others started in the near future.

Hot Springs.

M. H. Jodd, Mayor, Hot Springs, Ark.: The city is working now on two sewer districts, taking in several miles. It is also finishing up a high-school building costing over \$100,000. There have been recently three street-paving districts formed. Our improvements are made by forming districts, and the property-holders of that district pay for the improvements. We cannot issue bonds in this State. The paving districts will amount to about \$80,000.

Jonesboro.

Chas. B. Gregg, secretary Jonesboro Business Men's Club, Jonesboro, Ark.: Our city contemplates putting down street pavements during this year to cost perhaps \$50,000. The improvement was authorized during 1907 and was temporarily suspended on account of the recent panic.

Rogers.

E. W. Homan, Mayor, Rogers, Ark.: The sewer question is being agitated somewhat, but no definite steps have been taken in the matter. The question of buying the water-works and electric-light plant is being agitated. Bonds will be issued if we decide on either. We have ordered about five blocks of concrete sidewalk to be laid this summer.

FLORIDA.

Jacksonville.

Wm. H. Sebring, Mayor, Jacksonville, Fla.: The city of Jacksonville will not issue any bonds this year. We are extending our sewers and water main, this being done by the city, and is only the continuation of work that was already provided for in the budget of this year, and nothing will be done farther than this in that department than what is already laid out for the year. In the street department we are continuing the paving of certain streets, which is provided for in the budget, and which will not be extended farther than the budget has provided for the year 1908. We will take on no new

work for this year; in fact, the city of Jacksonville will only carry out the work that was provided for and laid out at the commencement of the year. Work for the year 1909 will be provided for in our budget which will be made next spring.

Orlando.

Wm. H. Jewell, Mayor, Orlando, Fla.: There is nothing doing in this city in matter of public utilities other than preparing to pave with brick a few more blocks of streets (in addition to our main business streets already paved) and carrying out a system of permanent sidewalks of tiling or cement. No bonds except about \$12,000 for paving a year ago.

Palatka.

F. H. Wilson, Mayor, Palatka, Fla.: The city of Palatka has just completed a water-works system, and is now doing about \$50,000 worth of brick paving, which work has been done by the sale of bonds. There is still a bond issue of \$15,000 for street improvements unsold, which would mean an outlay of \$45,000, as the above \$15,000 is the city's appropriation of one-third of the total cost. These bonds are in the hands of the board of bond trustees, E. S. Crill, chairman, and, so far as I know, they have not as yet made any arrangements for selling them excepting in case a small part of them was wanted for additional brick pavement, in which case the parties doing the work at present would take them in payment for their work.

St. Augustine.

Eugene Martin, Mayor, St. Augustine, Fla.: The city of St. Augustine, Fla., has no public work in view. It will be October before anything is taken up in the way of street improvements or paving. We have several asphalt streets in need of repair, but the city will not be in position to entertain contracts for the repair of these streets before October 1.

Tallahassee.

F. C. Gilmore, Mayor, Tallahassee, Fla.: We expect this summer to either buy out the present water-works (which are owned by a private corporation) or put in an entirely new system. Bonds have been voted and are available for either proposition, but have not yet been put on the market. Our idea is to combine the water plant with the electric-light plant, the latter being owned by the city, build a new power station and operate everything, as far as practical, by electricity. In case we do not buy the old plant, the city will have to bore artesian wells and erect standpipe. Engineers are now on the grounds making surveys, and their estimates will soon be ready, and even if we buy the old plant, it will be improved and mains extended. There is also a very strong movement here toward providing means for better country roads. The convicts, which are now hired out to private individuals for a small sum, will, I think, be used on our roads and improved road machinery will be purchased and methods of other sections that are well organized in this line will be investigated with a view toward securing the best results. Tobacco-growing in this county, which is an old industry that has recently taken on new life, has improved business wonderfully, there being some 600 acres of new shade erected this year. Contracts are now being let for packing-houses, and three of these of large dimensions (60x190 feet) will be built at once. We have already placed an order for a new 350-horse-power boiler for our electric plant, and it will be installed as soon as it reaches us, and we will furnish power for small manufacturing enterprises and for cooking and heating. We are now running an all-day current for the first time, our plant having been used formerly for lighting purposes

exclusively. Outside parties have been investigating with a view to establishing an electric line between Tallahassee and Thomasville, Ga., but the matter has taken no definite shape yet. I believe this section offers great possibilities in this line, as Tallahassee is located about in the center of one of the best agricultural sections in the South. Truck-growing, and, in fact, any crop almost, will pay here as well or better than anywhere in the State. We are looking forward to great prosperity in the near future, as we have the foundation for it and expect to hustle to try to get it. We want to give fair and reasonable protection to all investors, and our Board of Trade expects to arrange to furnish full information regarding our section to all inquirers.

GEORGIA.

Cedartown.

R. O. Pitts, Mayor, Cedartown, Ga.: On May 26 we will hold an election to determine whether the city will issue bonds to the amount of \$30,000, \$15,000 to be used in extending the sewer system of the city and \$15,000 to be used in improving the streets. A contract has already been made for the sale of these bonds in the event the election is favorable.

Dalton.

W. E. Wood, Mayor, Dalton, Ga.: At present we are only putting down macadamized streets. We hope for a bond issue to carry in July; if so, we hope to pave some streets, extend sewer and water mains and possibly construct one new public-school building.

Cuthbert.

D. A. McPherson, Mayor, Cuthbert, Ga.: I regret to advise that at the present no work of this character is contemplated, but I have the hope that at no distant day we may undertake the addition of a few things that are very badly needed even now.

Dublin.

E. D. White, Jr., clerk, Dublin, Ga.: The city is now making arrangements to and will within the next 20 days commence various improvements in the city, such as extension of water main, sewer, installation of Gamewell fire-alarm, additional school building, street paving and larger pumps for their light and water plant. The above improvements represents \$65,000 worth of bonds. The bonds have already been issued and sold for these improvements. The \$65,000 bond issue brought a net profit to the city of \$875 above the par value.

Eatonton.

M. F. Adams, Mayor, Eatonton, Ga.: Contract awarded to Messrs. Walton & Wagner for following: Concrete dam at city water-works station, \$200; intake well for auxiliary water supply; concrete-lined sedimentation basin, capacity 170,000 gallons. Contractors may be addressed for the present at Eatonton.

Gainesville.

James H. White, Mayor, Gainesville, Ga.: For this year there will be no public improvement except what the city is putting in with their own force. No bonds will be issued. The county of Hall proposes to issue bonds and do quite a lot of road building in the very near future.

Griffin.

N. B. Drewry, Mayor, Griffin, Ga.: It may be possible that we will ask the people to vote some \$60,000 bonds next fall, if everything looks encouraging, for the purpose of street improvement.

Lagrange.

J. D. Edmundson, Mayor, Lagrange, Ga.: Will let contract right away for new engine-house, with two stories, to cost about \$5000. From \$12,000 to \$15,

000 will be spent on the city lighting plant to meet the demand for light and power.

Milledgeville.

Charles E. Bell, Mayor, Milledgeville, Ga.: We are doing nothing at present, but will probably agitate the question of owning our own water-works next year. It is now owned by a Philadelphia concern, but we want an entirely new plant.

Rome.

T. W. Lipscomb, Mayor, Rome, Ga.: Our city is now putting down a new sewerage system and preparing for payment to begin in the fall. Bonds to the extent of \$150,000 have been issued, and all sold except \$50,000, which are now for sale. These are long-term 4 per cent. bonds. I think that these will be for sale about the first of August, probably the first of September, and as yet no arrangements have been made for the sale of them. No contracts have as yet been let for street pavement.

Summerville.

C. D. Rivers, Mayor, Summerville, Ga.: No further improvements are now under consideration than the usual annual street work, which is done under immediate municipal supervision.

Thomasville.

J. S. Montgomery, Mayor, Thomasville, Ga.: Thomasville during 1907 had paving constructed at a cost of \$65,000, and enlarged the capacity of her water-works, consolidating the pumping station with her municipal electric-light plant. This was done at a cost of \$10,000. This year a liberal citizen, Mr. Justice Strawbridge, has built a macadam road in extension of the paving on one of the principal streets, at his own cost, as a donation to the city. Mr. Strawbridge, of Philadelphia, has a winter home here. This road cost him \$4000. The city is now enlarging and extending water mains and sewers at a cost of \$3000. Improvement has been for several years the order of the day, and still continues.

Valdosta.

J. J. Newman, City Clerk, Valdosta, Ga.: The city of Valdosta is not contemplating any extensive improvement either in the water-works or street departments at this time or the near future. We have just completed the paving in the business section of the city, and last year finished the installation of a duplicate set of pumps in the water-works department.

KENTUCKY.

Fulton.

U. S. Shacklett, Mayor, Fulton, Ky.: The city of Fulton intends issuing \$20,000 in city bonds for the purpose of street building in November. We have a good water-works plant and have made about \$8000 improvement on same first year, 1907. We expect to do some street grading this summer. We have made considerable improvements in the last year or two, and have just got a \$50,000 sawmill which makes a specialty of quarter-sawn oak; also have under construction a new flour mill, and will soon have in operation an overall factory. I appreciate the MANUFACTURERS' RECORD very much, and believe it has done more for developing the South than any other periodical in the South. I think we are under many obligations to the editors of this paper.

Lexington.

James J. O'Brien, secretary to the Mayor, Lexington, Ky.: The city of Lexington is doing no work on its sewerage system because of inability to sell bonds the first of February. When the bond issue was authorized the rate of interest was fixed at 4 per cent., and in this shape the vote was taken at the polls. Consequently the Council cannot raise the rate of interest nor will our charter allow us

to sell the bonds for less than par and accrued interest.

Newport.

W. L. Glazier, superintendent water-works department, Newport, Ky.: Covington and Newport, Ky., are now taking steps to install a 20-inch emergency main to connect up our separate water system. Appropriations for \$32,000 have been made for the purpose. Newport has just rebuilt her pumping machinery, which was partially destroyed a month ago by fire, and has contracted for the reconstruction of the building. We are going to make an effort to win out on the question of voting a bond issue of \$100,000 for additional pumping machinery and an additional main from the reservoir to the city. Contracts for about \$50,000 worth of street brick paving was recently let.

Shelbyville.

T. E. Bland, Mayor, Shelbyville, Ky.: We have now under construction a \$30,000 sewer system, for which the bonds have been sold. No other work contemplated at present.

LOUISIANA.

Alexandria.

W. B. Turner, Mayor, Alexandria, La.: The city of Alexandria has just finished an extension of its sewerage, water-works and lighting system that cost about \$25,000. During the past year the city has let contracts and put down about 12 miles of sidewalks. We have also constructed an extension to our street paving of vitrified brick running for about seven blocks. The city is now advertising for bids for paving 10th street with vitrified brick. The distance is about 12 blocks. The taxpayers here have recently voted an issue of \$32,000 bonds, which, added to \$30,000 previously on hand, is to be used for the construction of a city hall.

Shreveport.

T. H. Thurmond, Auditor, Shreveport, La.: This city does not own the water-works here. If there is any anticipated improvements in the near future I am not aware of it. You might correspond with the Water-Works Company, the Caddo Gas Co., the Shreveport Gas, Electric Light & Power Co. There is a great deal of improvement going on in the oil field, at Oil City, Caddo City and Mooringsport, La., new wells being brought in every few days.

MARYLAND.

Baltimore.

Alfred M. Quick, Water Engineer, Baltimore, Md.: We shall soon begin work on the construction of an additional high-service reservoir, for which a site was acquired last year. This reservoir will have a capacity of 225,000,000 gallons and will cost between \$500,000 and \$600,000. Specifications for the construction work have been prepared and proposals will soon be invited. In addition to the reservoir, plans are in course of preparation for a 20,000,000-gallon storage lake in the Gunpowder valley, involving aqueducts, tunnels, large pipe lines, etc. This is not a work of the immediate future, however. The work is planned to be done under a loan of \$5,000,000, the enabling act for which was passed at the last session of the General Assembly. The loan will be submitted for the approval of the people at next fall's election, and, if ratified, preliminary work may be commenced in 1909.

Frederick.

George Edward Smith, Mayor, Frederick, Md.: There is a chance that we may be able to do some work in the water-work line and street paving, though it depends entirely upon whether the people of our city desire it or not. We are now in preparation for an election to decide whether we shall issue bonds to the amount

of \$100,000 for the bonding of our floating indebtedness and also for improvement to our water-works and street paving. I cannot state when the election will be held, as all the plans have not as yet been formulated.

Salisbury.

Charles E. Harper, Mayor, Salisbury, Md.: We finished last year street building of brick to the amount of about \$30,000. We are now about to begin about \$70,000 more. Bonds for one-half the amount will be sold. We sold in 1906 \$20,000 bonds, which was used on the brick street work. We have done in the last two years considerable sure work, have improved the water system and built a gas works, not, however, by the city; gas works at a cost of about \$60,000. Our county is now preparing to build about two and one-half miles of stone roads under the Shoemaker act, and the citizens of the whole county are thoroughly awake to the idea of building good roads and general improvements along all lines. We started out in 1906 to build \$100,000 worth of improved streets, bonding the city for one-half of it, the abutting property-owners to pay the other half. There has been a general improvement boom in our city for the past two years.

MISSISSIPPI.

West Point.

B. Y. Rhodes, Mayor, West Point, Miss.: The county of Clay will sell \$25,000 worth of bonds and build good roads with it.

MISSOURI.

Lexington.

Thomas Walton, Mayor, Lexington, Mo.: At present we are paving two cross streets with brick; contract let.

Carthage.

C. B. Platt of the Board of Public Works, Carthage, Mo.: We have for sale a \$220,000 bond issue to build a water-works system. As soon as they are sold we shall begin construction.

St. Joseph.

W. K. Seitz, Assistant City Engineer, St. Joseph, Mo.: An ordinance is now pending before the Common Council providing for a bond issue of \$316,000 to build public sewers. If this passes the Council it will be submitted to an election some time in July. District sewers (two feet in diameter and under) are being built all the time. These are paid for by special tax bills against the property in the sewer district in which they are constructed. The water-works plant is owned by the American Guarantee Co. It is not doing any extensive construction other than extending its mains throughout the city. Brick and Hassam pavements are being laid. There is now under construction 9169 square yards of brick paving and 21,762 square yards of Hassam pavement. Plans are drawn for 18,387 square yards of brick pavement and 22,793 square yards of Hassam pavement. The yardage of brick pavement will probably be increased. Paving is paid for by special tax bills on the abutting property. Patee Market is partially completed, and will require \$40,000 to finish. An auditorium, which is being built by public subscriptions, is about completed. The cost is \$350,000, and all the money has been subscribed. An ordinance is now pending before the Common Council providing for a bond issue of \$75,000 to build some new fire stations. Robidoux Hotel is to be finished by June 20. It is being built by local capital at a cost of \$250,000. The school directors have asked to borrow \$500,000 and issue bonds to pay therefor. On May 22, 1908, a special election will be held to vote on the question.

NORTH CAROLINA.

Charlotte.

T. S. Franklin, Mayor, Charlotte, N. C.: We are now spending about \$100,000 in the extension of our sewer system, water-works and street paving.

Statesville.

Harry P. Grier, Mayor, Statesville, N. C.: Our city has just about finished an additional graded-school building at a cost of \$15,000. We have also spent about \$25,000 on our light plant, in building and equipping a transformer station and lines for the distribution of electric power, furnished the city by the Southern Power Co., and our city is now using this power and supplying it to a number of our manufacturing plants. The county authorities have let the contract for building a section of road at a cost of about \$10,000, but no bonds will be issued, as the county has the funds in hand to pay for the work without a bond issue. The county is also going forward with its convict labor, building roads, macadam.

Wilmington.

William E. Springer, Mayor, Wilmington, N. C.: This city only has in contemplation the purchase and reconstruction on the new construction of a water-works system, which will not be undertaken until we place bonds which have been authorized for this purpose.

Winston-Salem.

F. H. Vogler, Mayor, Winston-Salem, N. C.: The town of Salem has just completed a large sedimentation basin at a cost of \$6000; has now under construction a 100-foot standpipe; will be completed in 15 days; capacity 150,000 gallons. 3500 feet of new six-inch water mains have just arrived, placed on the ground, and will be laid at once. We are grading and setting curb on eight blocks of streets, and have the material on the ground for 26 blocks of new sidewalks. Will issue no bonds; have the money in hand for this work.

OKLAHOMA.

El Reno.

B. W. Riley, Mayor, El Reno, Okla.: We are expending \$25,000 on extension of service. One hundred and fifty blocks of paving will be under construction within 60 days. Five miles of street-car line are under construction for this year. A large city hall will be built this year. Several hundred houses are and will be constructed this year.

Muskogee.

Leo E. Bennett, Mayor, Muskogee, Okla.: We have several miles of street paving and sidewalk building under contract, and are preparing to contract for but little less than 100 additional miles of street paving. The cost of this work will be covered by improvement bonds. We expect to spend \$150,000 to \$160,000 for enlarging our water-works system and about \$200,000 or more for sewers. We will probably spend more than \$100,000 for schoolhouses. Our present bond indebtedness is \$530,000; our taxable property, both real and personal, is upwards of \$12,000,000.

Norman.

John E. Miller, Mayor, Norman, Okla.: In addition to the \$45,000 water-works extension and \$35,000 sanitary sewer system already fully provided and arranged for since the beginning of this year, Norman will soon advertise for bids for the construction of about five miles of street paving, from 70 to 30 feet wide, to be composed of asphalt or brick. The State University of Oklahoma is located at Norman, and the board of regents will soon advertise for bids for constructing a new fire-proof building to cost about \$250,000. Address Lee Cruce, president, Ardmore,

Okla., or W. E. Rowsey, secretary, Muskogee, Okla.

Ponca City.

James Hutchison, Mayor, Ponca City, Okla.: The city has voted and sold bonds for sewerage system, \$20,000, and \$12,500 for water-works extension. Burns & McDonnell of Kansas City, Mo., have been employed to superintend the work.

Purcell.

M. S. Robertson, City Clerk, Purcell, Okla.: The city expects to issue bonds within the next 60 days as follows: For sewers, \$22,500; schools, \$35,000; City Hall, \$8000; refunding bonds, \$10,000. We may also issue about \$50,000 for water-works.

Shawnee.

Frank P. Stearns, Mayor, Shawnee, Okla.: Shawnee lets on May 28 100,000 square yards paving, and is just completing a \$165,000 sewer system, 20,000 feet of four-inch extension water pipe, two new Corbenton-Epping pumps of 2,000,000 gallons daily capacity, and new settling basins of 50x80 feet, 15 feet deep. This will be about all the improvements this year.

SOUTH CAROLINA.

Abbeville.

J. L. McMillan, Mayor, Abbeville, S. C.: We are just finishing a City Hall at a cost of \$60,000. This we have done without a bond issue. We are now circulating a petition asking our citizens to vote a bond issue of \$25,000 to buy out the Abbeville Light & Power Co. This contemplates \$12,500 for purchase of plant and \$12,500 for improvements. Hope to be ready to place bonds on the market in 60 days.

Beaufort.

C. C. Townsend, Mayor, Beaufort, S. C.: The town will shortly hold an election to bond the town to purchase present water plant or erect a new one, install electric lights, etc., and build town hall, which was burned.

Columbia.

C. W. Moorman, secretary Chamber of Commerce, Columbia, S. C.: The city of Columbia is at present paving two miles of her Main street with vitrified brick at an ultimate cost of \$173,000. In the city 11,856 feet of water main is being laid at a cost of \$13,000, and 5460 feet of sewer main at a cost of \$4300. The contract will be let in a few days to repaint the City Hall, and it is very probable that in a short while Council will either erect a new city jail or entirely remodel the present one. Richland county has just completed a three-mile macadamized driveway. The owners of automobiles and the counties of Richland and Kershaw have already begun the preliminaries for the construction of a speedway between Columbia and Camden. Part of the money has already been subscribed by the automobilists, and the balance by the two counties. It is probable this will eventually be extended to Aiken, S. C. This county, Richland, has for years enjoyed excellent sand and clay roads. More attention is being paid to road building now than ever before, and the county has recently purchased a complete road-building outfit at a cost of \$20,000. The water-works plant is giving great satisfaction, and no city enjoys better water than Columbia. Daily tests are made, and its purity is unquestionable. Tests by the department of agriculture have shown it to be especially good water for boiler purposes.

Darlington.

C. B. Edwards, Mayor, Darlington, S. C.: Our town has recently completed a sewerage system, and we are not expecting to do anything in the line you mention in the near future, except possibly a small quantity of paving and curbing. This will

be quite a small job, for which we expect to issue no bonds. We are hoping for an appropriation from the Government to build a new postoffice, and this is the only thing in the way of public building in prospect.

Gaffney.

George E. Hood, City Clerk, Gaffney, S. C.: The only construction work our city is engaged on at this time is street paving and concrete sidewalks. There will be no extension of the water-works system for the next 12 months.

Georgetown.

H. W. Frazer, Mayor, Georgetown, S. C.: The city has just finished a new school building at a cost of \$35,000, and while nothing extensive is planned, we are carrying forward the work of paving and drainage from the year's appropriations. We have our own sewer and water-works.

TENNESSEE.

Brownsville.

J. O. Bomer, Mayor, Brownsville, Tenn.: The city of Brownsville will issue \$30,000 worth of street-improvement 30-year bonds, bearing the rate of 5 per cent., not to be sold at less than par. This is for the purpose of macadamizing or graveling the streets of Brownsville. Arrangements have not been made for the sale of the bonds. The value of the real estate in the city of Brownsville is about \$1,000,000, the bond issue outstanding, not including the present issue, being about \$40,000.

Cleveland.

Charles S. Mayfield, Mayor, Cleveland, Tenn.: There is no work going on here at present by the city except the usual street repairing. County has recently sold \$25,000 worth of bonds, and is using the money in repairing our pike roads.

Dyersburg.

M. W. Ewell, secretary Commercial Club, Dyersburg, Tenn.: The following improvements are under way in Dyersburg: A reinforced concrete City Hall, cost about \$4000, paid for out of city's general funds; an addition to our public school, which will cost about \$15,000, for which money has been borrowed from local capitalists. We expect to build from one to two miles of gravel streets this year, and we will also build the same distance of concrete sidewalks, the street work to be paid for out of the city's general funds, while the sidewalks will be paid for by the parties owning the adjacent property. The Commercial Club of our city has under consideration a proposition for a corps of educators to build a select Boys' Training School, which will most likely be built.

Fayetteville.

D. M. Goodner, Mayor, Fayetteville, Tenn.: We are now paving our little city. Some time in the future we will install a sewerage system. But that will not be done for some time yet. So we will make no other contracts just now.

Jackson.

A. J. McGehee, Jackson, Tenn.: The city of Jackson is now laying concrete walks in two parts of the city, and plans are being prepared for one more large concrete walk district. The improvement in this line will cost about \$50,000. There is also a move on foot to build a City Hall. We are authorized to sell \$25,000 in bonds for this purpose. Madison county has for sale \$200,000 of bonds for the extension of graveled roads, they being now completed to a distance of five miles from the city. If these bonds can be sold that work will be pushed to completion this year. The outlook for business and general improvement is good.

Memphis.

James H. Malone, Mayor, Memphis, Tenn.: That the city of Memphis is in

fine condition is shown by the sale made on May 11 of \$551,000 of 4½ per cent. 31-year bonds, when the amount of the bonds was four times subscribed, each bid being above par, and the one accepted realized to the city a premium of over \$14,000. These same bonds were sold a year ago and before the panic for less money, but on account of an irregularity the sale was not confirmed. Hence the recent sale. The city owes no floating indebtedness of any kind whatever. In 1880 there were only 33,000 inhabitants; in 1890, 64,000; in 1900, 102,000, while the school census completed a few days ago showed a population of 180,000. Owing to a decision of the Supreme Court, made over 30 years ago, Memphis has never had a front-foot assessment law, but the old case having been overruled, we now have that law, and this year we will spend for the paving of the streets about \$750,000, giving employment to a great many people. The new front-foot assessment law has just been declared constitutional by the Supreme Court. The city has a drastic sidewalk ordinance, under which nearly 100 miles of granolithic sidewalk of an average width of five feet has been laid. But the validity of this law was contested. It contained a provision to the effect that in case a property-owner refused to lay a sidewalk as ordered he could be imprisoned therefor. This law was contested, and the lower court held that it was void upon the idea that it was in effect imprisonment for debt. The Supreme Court, however, very fortunately, reversed this ruling and sustained the ordinance. During the last two years granolithic sidewalks have been laid of a value of about \$300,000, and the work will now be pushed more vigorously than heretofore. An ordinance is now before the Council to permit the building of a new union depot to cost \$3,000,000. However, the Council is of the opinion that a large number of subways should be built, for the reason that the traveling public will be compelled to make dangerous surface crossings in order to reach the new depot, wherefore provisions should be made for the safety of life and limb before authorizing the construction of a union depot upon the site selected. It is confidently believed that both the new depot and the subway will be constructed, the expenditure of which will reach into the millions. These are the principal matters of public improvement now before the public of Memphis.

Murfreesboro.

J. H. Crichlow, Mayor, Murfreesboro, Tenn.: It is the purpose of the city of Murfreesboro to add to its present sewerage system, commencing the work some time in the early part of 1909. We shall go before the next session of the Tennessee Legislature for the purpose of procuring an enabling act for the issuance of from \$75,000 to \$100,000 of sewer bonds.

Nashville.

James S. Brown, Mayor, Nashville, Tenn.: We have now under way an addition to our electric-light plant, which will cost about \$150,000; we are building two new schoolhouses, costing approximately \$60,000; will lay about \$125,000 worth of new streets, and will probably expend \$100,000 or \$150,000 in the extension of water mains. We have not now in contemplation the immediate sale of any bonds.

Pulaski.

Thomas E. Daly, Mayor, Pulaski, Tenn.: Our town is at the present putting in a lot of sewerage. However, a bond issue is not contemplated for this purpose. Our county also has a hundred-thousand-dollar courthouse in process of erection, and we have about completed a ten-thousand-dollar boys' training school for our town and county. The money for

all of these enterprises has been provided for. Mr. J. H. Ragsdale and associates are thinking of developing a water-power on Elk river, which they think will be sufficient to supply this and surrounding towns with all the power they may need for day and night currents for lighting the town and other purposes. They will likely want to provide a bond issue for this enterprise when they get it on foot.

TEXAS. Bowie.

W. A. Ayres, City Treasurer, Bowie, Texas: M. P. Kelley is now putting sewer system, also paving the streets with vitrified brick, and our works will be extended.

Corpus Christi.

D. Reid, Mayor, Corpus Christi, Texas: There have been several parties making application in regard to a system of sewerage, but so far no conclusion or definite action has been taken by the Council. We are sadly in need of a sewerage plant, but no one has come with the proper ideas to meet the views of our people. We will likely vote on the issue of some water-works bonds this summer as soon as the assessor makes out his rolls in order that we may determine on the proper amount.

Dallas.

S. J. Hay, Mayor, Dallas, Texas: We are now doing much street work in this city, and we contemplate that in the near future we will make extensive improvements in our water-works system. An issue of \$500,000 in water-works bonds has already been acted upon and these bonds are now ready to be placed upon the market. We have already let the contract for a new 15,000,000-gallon pump and are now having plans and specifications prepared for a new pumping station, and will let the contract for the building of this station as soon as the plans are completed.

Denton.

Ed T. Bates, Mayor, Denton, Texas: We are now making improvements on our light plant and putting down some macadam streets, but will not make bond issue, using current funds.

Ennis.

T. H. Collier, Mayor, Ennis, Texas: The Ennis Sewer Co. is now constructing a sewer system in Ennis, but will issue no bonds to cover the cost of construction. The city of Ennis has in contemplation a new water system to cost between \$40,000 and \$50,000, and will issue bonds to cover the costs of construction. This bond issue must be submitted to the people for their approval under the laws of Texas. I believe there is little doubt of a majority of the voters supporting the issue.

Fort Worth.

J. W. Spencer, president Board of School Trustees, Fort Worth, Texas: On the second day of this month the citizens of the city of Fort Worth voted to issue school bonds to the amount of \$50,000, which, with about \$25,000 in cash now on hand, will be spent in the erection of new buildings. No plans have been drawn up, nor have any contracts been let.

Longview.

G. A. Bodenhem, Mayor, Longview, Texas: The citizens of this city are organizing a sewerage company with a capital of \$25,000, and will probably start work in the next two or three months. The city owns the water-works system, but the sewer system will be a private concern.

Marlin.

F. L. Peterson, Mayor, Marlin, Texas: A new reservoir for water-works supply and also extension of water-works system has just been completed at this place. The city is now considering street paving for approximately 180,000 square feet of

streets with vitrified brick, also 15,000 square feet of vitrified brick paving for gutters. A heavy force has recently been added to regular crew in gravel macadam paving on all of the streets of the city in order to place all streets in first-class order, so that street crew will be able to keep up with street work, which is, notwithstanding a force in excess of former years, growing to be a bigger job, as constant growth of home-builders keeps pushing us on.

Palestine.

John R. Hearne, Mayor, Palestine, Texas: We contemplate doing about 25,000 yards in the street-paving line in the immediate future; in fact, the contract has been let, but we have met with a little trouble in placing our bonds, which are 4 per cent. 10-40s. As soon as we can market our bonds we will go ahead with the work.

Paris.

Ed H. McCuiston, Mayor, Paris, Texas: It is probable that the city of Paris will construct a sanitary sewer and septic tank system, which will take care of a drainage area of some 200 acres in our city. This construction will probably be made, beginning about July 1. The main outfall and lateral lines will be constructed of vitrified pipe. The septic tank will be either of brick or concrete blocks. The city will also begin during the month of June to lay 20,000 yards of bitulithic pavement, and smaller amount of vitrified-brick and bois-darc block pavements will also be laid during the approaching summer. The exact amount of the last items have not yet been fully determined. Under the new pavement to be constructed the Municipal Water Plant and Gas Co. will lay new cast-iron piping instead of the present lines, which are considered too small. The only other public work that is now contemplated for the present season will be the completion of the W. B. Aiken Charity Hospital, which is now under course of construction. The entire expense, when building is completed, will be \$40,000.

Stamford.

L. M. Bine, Mayor, Stamford, Texas: We have not yet determined as to detail of our street-improvement work. We think, however, that we will pave in the neighborhood of one-half mile of our streets with vitrified brick on concrete base, and that we will put in quite a considerable number of culverts and permanent street crossings.

Temple.

William Ginnuth, Mayor, Temple, Texas: Temple has a population of 15,000. It has a sewer system. The city has just bought water-works and issued \$90,000 5 per cent. bonds, which have been sold. Sixty thousand dollars are to be sold later. The total water-works bonds are \$150,000. Street paving is under way by property-owners, the city paying for intersections only. The Government has bought a lot for \$10,000 and appropriated \$70,000 for a building. Our city is prosperous and progressive.

Terrell.

E. R. Miller, City Secretary, Terrell, Texas: Nothing of any magnitude is being done by our city in the way of permanent improvements. However, the city is in a good and healthy financial condition, and improvements of permanent character are anticipated in the near future in the way of building and maintaining an electric-light plant by the city. Bonds amounting to \$15,000 have been issued for that purpose, but no effort has been made yet to realize the cash on them. Each bond is to represent a value of \$200, payable in 40 years, or 10 years, at option of city, at 4 per cent. interest per annum. The sale of these bonds is yet a matter of

future consideration, of which I am not prepared at this time to fully inform you.

Texarkana.

A. B. De Loach, Mayor, Texarkana, Texas: Texarkana, Texas, is now spending about \$20,000 on street improvements and about \$9000 on concrete culverts, besides having just completed about \$5000 worth of sewer extensions. There is no other public work under way here at present, but I feel sure there will be something like \$10,000 spent for a new jail and additional fire-fighting facilities within the next few months. There is also a very strong sentiment in official and other circles favorable to a substantial improvement of our school facilities, which will probably necessitate an issue of bonds to the extent of probably \$100,000. It will, however, take several months to bring this properly before the people and mature plans.

Tyler.

John H. Bonner, Mayor, Tyler, Texas: Our people voted on the 14th of April an issue of \$10,000 bonds, to be used in street paving. This work will be done in the early summer; in fact, we expect to complete the work by July 1. Our City Council also contracted for additional street lighting about a month ago. When this work is completed, which will be in the next 60 days, it will add materially to the present light and will give us a very well-lighted city over a considerable section that now has no lights. The Baptists here have just purchased at a cost of \$10,000 a splendid piece of property on which will be erected a \$50,000 house of worship. There have been a number of residences erected in the city during the last few months, some of them first-class in every respect.

Wichita Falls.

T. B. Noble, Mayor, Wichita Falls, Texas: The city of Wichita Falls has just closed a contract for a sewerage system—eight and one-half miles of mains and laterals at a contract price of \$28,800. We have also issued \$15,000 4 per cent. bonds for the purpose of building a city hall. Twelve thousand dollars of these bonds are yet unsold. As soon as we are able to place these bonds we expect to build the city hall. Contract is also let for a \$28,000 opera-house, not including seating, scenery, plumbing, lighting, etc., which will make the total cost in the neighborhood of \$36,000. The opera-house is a private corporation.

VIRGINIA. Alexandria.

Fred J. Paff, Mayor, Alexandria, Va.: Our city has in contemplation the erection of a school building.

Charlottesville.

Geo. W. Olivier, Mayor, Charlottesville, Va.: In January, 1907, the city issued bonds for \$160,000 to improve the water supply. The work is now under way, and we expect it will be completed during the year. No other construction work is now contemplated that I am aware of.

Danville.

Frank Talbott, superintendent and treasurer water, gas and electric-light departments, Danville, Va.: We have under consideration the following municipal improvements: 1. The construction of a new central electric plant to take the place of our present plant, which has been outgrown. This will mean an investment of perhaps \$150,000. 2. The erection of a new and up-to-date jail, to cost \$20,000. 3. The erection of a public school to cost \$30,000. In addition, our water and gas department will put down additional mains to cost perhaps \$10,000 or \$15,000. The details of these improvements have not been completed, but the expense of same

be met by the regular receipts, augmented to some extent, perhaps, by a bond.

Lynchburg.

W. Smith, Mayor, Lynchburg, Va.: As far as I am advised, the city is not contemplating anything more than current work.

Richmond.

E. Bolling, City Engineer, Richmond, Va.: No special additions are being made to our sewerage system, water-works or street paving, except in a few instances, the completion of certain contracts we have for the water-works and extension of main sewers, which for some time have been under contract, principally in the west end district. Several contracts have been awarded for street paving, principally asphalt block paving; a summary of the latter, viz., asphalt block paving, amounts to about \$65,000. We are now advertising for plans for a combined market and armory building to cost about \$100,000. Contract for a large high-school building has just been awarded, to cost about \$364,000. The financial arrangements have all been made for the construction of these works.

WEST VIRGINIA.

Clarksburg.

W. H. Cole, Clerk, Clarksburg, W. Va.: We contemplate making improvements in water-works system to amount to \$18,000 and street improvements \$20,000, but as the different committees are now making up their estimate and recommendations, will be impossible for me to give a detailed list at this time.

Hinton.

S. B. Hamer, Mayor, Hinton, W. Va.: We are just beginning \$75,000 worth of street paving. Bonds for \$25,000 were issued and readily disposed of. We also have under construction a building designed for opera-house and Masonic temple, and a building designed for business, tenement and lodgerooms. Each of these buildings will cost \$75,000. We have a population of 9000, so you see the people of this town are not lacking in confidence. One of our \$75,000 buildings is being built by 300 Brotherhood railroad men by subscribing to the stock in amounts ranging from \$100 to \$500.

Keyser.

R. A. Welch, Mayor, Keyser, W. Va.: Keyser contemplates laying about one mile of paved streets this summer, and in addition will make extensive improvements to its water-works system; \$15,000 in bonds will be sold June 3 to assist in laying the paved streets. The bonds are 5 per cent. coupon bonds, with the interest payable annually at Keyser.

Moundsville.

J. M. Williamson, Mayor, Moundsville, W. Va.: This city is contemplating putting a sewer system in this city. We have not as yet had our plans and specifications prepared, but have opened the bids on the engineer work. If the proposition goes through all right when submitted to a vote of the people we will put in about 20 miles of sewer, provided we can sell our bonds, which I think we can do, as we now have less than \$10,000 of a bonded indebtedness. Our present population is over 4000, and our estimated taxable property about \$7,000,000. I have every reason to believe that the bond issue will go through all right when we arrive to that point.

Secretary Babb of the Commercial Club Birmingham, Ala., in his annual report showed that during the year ended April extraordinary expenditures made by companies in the district amounted to \$1,163,135, and \$4,050,175 were spent on new houses in the city.

ORDERS FOR 350,000 TONS.

The Situation in the Birmingham Iron Market.

[Special Cor. Manufacturers' Record.] Birmingham, Ala., May 25.

Last week's letter mentioned an unsettled feeling in the iron market, with a tendency toward an improvement. The week opened with a better feeling and a better demand, which was maintained all the week and closing stronger at the end than at any time during the week. This feeling was partly due to the fact that the sales were on a basis much larger than the production. Your correspondent constituted himself a committee of one to ascertain the booked orders unfilled of the various interests, which was submitted to various interested parties in the trade for revision and approval. The result showed that there were registered orders on the sales books of the various furnace interests of the district which aggregated 350,000 tons. How much of this demand can be supplied on short notice? It must not be forgotten that we are running on one wheel now, as far as furnace capacity is concerned, and when we get all of our furnaces in operation the business registered will be far above our capacity to satisfy promptly. With about one-third of our stocks belching smoke, our production has been around 100,000 tons per month. With all our furnaces going we should approximate around 2,000,000 per annum. But it takes time to get them all going and making iron at a satisfactory rate. They won't go in together, for the circumstances surrounding them are not alike at all. Some can go in at short notice and get out quickly. Some are not prepared to make quick time in going in. But it is more than probable that those furnaces that can be put in with dispatch will have orders to begin operations without delay. The Sloss Company has ordered another of its city furnaces to go into commission, and will in time order its other furnaces to do the same. But it requires time to obey the order. One of the troubles will be the securing of the proper labor.

There were rumors during the week of some sales for nearby delivery on the basis of \$11.25 for No. 2 foundry, and one sale is rumored for delivery in last half 1908 on basis of \$11. But your correspondent could not verify them. It is probable that they were made. The bulk of the sales were on the basis of \$11.50 for No. 2 foundry, with delivery mostly for nearby months, or shipment as soon as practical. There were some sales on basis of \$12 for No. 2 foundry for the various deliveries, but in the majority of these cases there was a string tied to the sale. One lot, consisting of 250 tons, was sold at \$11.50 for July delivery. The lot was composed of No. 2 soft and Nos. 3 and 4 foundry. Another lot of 300 No. 2 soft went at \$11.50 for June delivery. One of 300, half each Nos. 2 and 3, June, went at \$11.50 for basis No. 2 foundry. Another lot of 250 soft went at \$11.50 July. For a lot of 20,000 tons \$11.25 was bid, delivery to suit the seller. It was declined. A lot of 1000 Clifton brand was sold at \$13 for the fourth quarter, and one car of same brand was sold for \$13.50 spot. There was sold one car of same brand, and grading No. 2 foundry, price being \$12. Some gray forge was sold at \$10.50. But this brand was in great scarcity, and what little was available did not amount to a "sop" to the demand. There were a few sales on basis of \$11.75 for No. 2 foundry, but they had a desired analysis. One lot of 4000 tons carrying a required analysis was taken for a Western point at \$12. These sales show approximate uniformity in the market, indicating freedom from all excitement. The demand was anticipated, and it was not confined to the foundry grades. There was a good run of business in basic iron. But the particulars are withheld. We know neither the quantity sold nor the price obtained. But as the price of basic and No. 2 foundry are, as a rule, pretty close to each other, one can guess very near to the real price.

The pipe works are enjoying a large business, and have orders booked to keep them going for a very appreciable time. While it cannot be said that there has been any change in prices, it can be said that there is a hardening tendency, and for the time being there is very little probability of being able to secure any concessions.

For four and six-inch pipe the quotation is \$22 to \$23. For 8, 10 and 12-inch pipe the quotation is \$21 to \$22. For the large sizes the quotation runs from \$20 to \$21. In the present condition of the market it can only be by approximation that quotations can be made. They are liable to lightning changes.

There is magnificent strength developing in cast-iron pipe. The principal lettings of the week are 6400 tons by the city of Detroit, Mich., awarded the Dimmick Pipe Co. and 10,000 tons by the Suburban Water Co. of Syracuse, N. Y., awarded the United States Cast Iron Pipe Co. Specifications are in hand for 20,000 tons for the city of Syracuse, N. Y., letting June 1, also for very handsome tonnage for the Commissioners of the District of Columbia, Washington, D. C., for the Isthmian Canal Commission, and for several Mexican and Cuban points. An aggregate of the open business now on the market for which financial arrangements are perfected and for which specifications are issued or are being prepared shows close to 100,000 tons. Business is now being turned down and prices recalled at basis considered generous 30 days ago. Yards are rapidly being cleared of surplus stock, and all foundries in this district are running full time on orders, pipe being shipped as rapidly as it leaves the manufacturing department. The Porto Rico order mentioned in recent reports has been secured by the American Cast Iron Pipe Co.

Beyond exhibiting a lively interest in the workings of the pig-iron market, the dealers in scrap iron are doing very little. Current prices are unchanged, and as quoted by Weller & Co. are:

- Old iron axles, \$14.
- Old iron rails, \$14.
- Old steel axles, \$14.
- No. 1 country wrought, \$11.50.
- No. 2 country wrought, \$11.
- No. 1 railroad wrought, \$13.
- No. 2 railroad wrought, \$11.
- Old car wheels, \$12.
- No. 1 malleable, \$11.
- Machinery castings, \$9.50 to \$10.
- Wrought-iron pipes and flues, \$10.
- No. 1 steel, \$10 to \$10.50.
- Stove plate, \$9.
- Cast borings, \$6.

Coal and coke are in poor demand, and only those who have contracts for the year are doing what is in any way a satisfactory business. For the better grades of coal orders are being filled at \$1.50. For some seams more than that is obtained, while for others less is current. Coke is in fair supply for what demand there is, and the price for foundry coke is around \$3.50. Furnace coke is around \$2.75. A very good indication that some people at other places have faith in the continuance of the improvement that has come to us is manifested by the installation of up-to-date machinery. The Power Specialty Co. of New York has through its office here closed a contract with the Eagle & Phenix Company of Columbus, Ga., for 1080 horse-power of Foster superheaters to be attached to Stirling boilers. This installation will be used solely for furnishing

superheated steam to the dyeing and drying departments.

Your correspondent had a conversation with Mr. Head, who is the main factor in the erection of one of the skyscrapers mentioned as likely to be erected, and from him learned that the proposition was a certainty. The lease of the building covering the site does not expire until 1910. But it is almost a certain fact that this lease will be cancelled before it expires. When this happens the erection will immediately commence. The new building will be the home of the National City Bank, as well as of the Citizens' Savings Bank. It has not yet been determined whether it will be 12 or 15 stories high. But it is certain that the enterprise is a go.

The First National Bank has been compelled by the large increase in its business to enlarge its space for the storage and safekeeping of the securities committed to its care. This they are doing by building a subway in the bank at a cost of \$50,000. Operations will commence as soon as possible. The act indicates their full share of the prosperity that has attacked this district.

There has been so much said concerning the sale of a large block of iron by the Sloss-Sheffield Company, and particularly as to the price obtained, that it is not inappropriate to say that the price, \$11.25, basis for No. 2 foundry, was the actual price at which the transaction was made. Your correspondent makes this assertion because he knows absolutely that it is a fact. He has seen evidence of the fact that is indisputable.

It seems queer to many in the iron trade in this section that positive statements of actual facts should have such little weight as has been accorded to the facts of this transaction. Is somebody or some interest trying to influence the market? Will it never be realized that the seat of empire in the iron world is located in the Birmingham district? The day of surprises has barely opened. Birmingham will yet be recognized as the Iron Mecca of the world.

J. M. K.

Iron Market Advancing.

[Special Dispatch to Manufacturers' Record.] Birmingham, Ala., May 26.

The iron market is showing an advancing tendency. Sales were made on basis of \$12 for No. 2 foundry. All are not asking that price, but that will be prevailing market price before the week ends. Inquiry has increased, and sales at the advance quoted are very encouraging. Clifton iron carrying 1.50 to 2.25 silicon and grading No. 4 foundry sold at \$12.50.

J. M. K.

KENTUCKY COAL FIELDS.

Developments Planned as Depression Passes.

[Special Cor. Manufacturers' Record.] Barboursville, Ky., May 25.

The Interstate Coal Co. of Bristol, Va., last week secured an extensive coal acreage in the Brush Creek field of Knox county from Messrs. Lawson, Detherage and Lunsford of this city, paying \$80,000 for a tract embracing a little over 1000 acres. Nearly 2000 additional acres are held by options, and it is stated that this will be taken up at an early date, meaning the payment of about \$90,000 additional to these gentlemen.

The Interstate Coal Co. is planning vast developments in this section of the Southeastern Kentucky coal field. Several months ago the company purchased several operating companies, including the Hughes-Jones, Bennett-Jellico and Matthews-Jellico properties. These mines have been overhauled during the past few weeks, and the new owners will get an immense tonnage from these mines and

others to be opened during the summer. It is stated that George L. Carter, the railroad man, is interested in the new company, but his connection is a matter of doubt. The Interstate Coal Co. has an office in this city, from where operations are directed.

While coal operators in this section of the Kentucky-Tennessee-Virginia field are slow in recovering from the depressed condition of the market, and the outlook is not very encouraging for the immediate future, there is every indication of an early revival of railroad construction work and development of new properties, although the coal trade may be several months in returning to its normal condition. It is stated that work will be resumed during the ensuing week on the Tye Fork Railroad extension, a feeder to the Cumberland Railroad. Work was dropped several months ago, close to 1000 men being thrown out of employment. At the same time work was suspended on the main Cumberland Railroad. It is believed that the resumption of work on the Tye Fork branch will be followed by a renewal of construction work on the main line, as the contractors still have their equipment in the field.

The Tye Fork extension will enter a section of the Knox county coal field in which a great deal of coal territory was taken up last year, and on which arrangements were made at the time to install a number of large mining plants. Work was started on one or two leases early in the year, but was dropped when the railroad building was discontinued. Work will now be resumed on three of the coal-mining plants, and they will probably be ready for operations by next fall, at which time the railroad extension will probably be completed.

In the Bell county end of the field, as in Knox, there is evidence of a revival of confidence in the coal development situation. Several new companies are in inception, and two recent organizations will begin operations at once. At Pineville, Ky., the Central Coal Co. was organized last week, with a capital stock of \$16,000. The officers are Job Jones, president; W. L. Stallworth, vice-president; H. H. Fuson, secretary, and W. G. Chelf, manager. The company has secured 100 acres in the Straight Creek field. Arrangements are now being made to install a large mining plant, and as the operation is already tapped by a railroad extension from the Louisville & Nashville lines, the company expects to be shipping coal by September 1. In the same section of the Straight Creek field the newly-organized Straight Creek Colliery Co. of this city has begun the installation of a mining plant which will cost about \$20,000.

The Clear Creek Coal Co., one of the largest in Bell county, was this week purchased by Pennsylvania capitalists, who will carry out improvements and increase the tonnage. The mines are located at Chenon, Bell county, and the property consists of two plants, with an aggregate capacity of 400 tons daily. The new owners will increase the capacity to 2000 tons daily. The company controls 1500 acres. The former owners were Messrs. A. C. Carr, P. T. Colgan, H. Ingalls and C. W. Metcalf of Pineville, Ky.

In other lines of industrial effort much new capital will be invested in Southeastern Kentucky during the ensuing summer. This week the Cumberland Natural Gas Co. of this city purchased a partly-developed acreage in the Wayne county oil fields for \$5000, and will install a natural-gas system at Monticello, Ky. The company will drill additional wells on the Wayne county property, arrangements now being made to that end. The Cumberland Natural Gas Co. has been an important factor in developing oil and gas

fields in Knox and Whitley counties, and has expended probably \$50,000 in that connection during the past year. The company, which already has a gas system in this city, plans to install a similar system at Corbin, Ky., piping the product from the Knox county fields.

W. S. HUDSON.

ELECTRIC LIGHTING.

National Association's Convention and Exhibition.

Features of the thirty-first convention of the National Electric Light Association, which was held in Chicago, Ill., last week, included numerous technical and commercial papers covering a great variety of subjects of special interest in the electrical world and a magnificent exhibition of the latest improvements in the electrical field.

As indicated in its name, this association is devoted to the promotion of those things having to do with lighting by electricity, and in its membership and attendance at its annual conventions it includes the leading men of the country, both technical and practical, who are interested in this important branch of electrical development, which has made such wonderful strides in the last few years.

Among the important papers read before the convention may be mentioned "Distribution in Suburban Districts," by George H. Lukes, Chicago, Ill.; "Tape," by Paul Lupke, Trenton, N. J.; "Series Incandescent Systems with Tungsten Lamps," by P. D. Wagoner, Schenectady, N. Y.; "Some Observations on Photometric Precision," by Prof. A. E. Kennedy and S. E. Whiting, Harvard University; "Power Development in Small Stations," by Charles Robbins and J. R. Bibbins, Pittsburgh, Pa.; "The Small Station and Its Economical Operation," by J. T. Whittlesey, Newark, N. J., and Paul Spencer, Philadelphia, Pa.; "Low-Pressure Steam Turbines," by John W. Kirkland, Schenectady, N. Y.; "Receiving Stations Operated from High-Tension Lines," by S. Q. Hayes, Pittsburgh, Pa.; "The Status and Commercial Possibilities of High Efficiency Lamps and Discussion," by W. W. Freeman, Brooklyn, N. Y.; "Illuminating Engineering," by W. D'A. Ryan, West Lynn, Mass.; "Value of the Care and Maintenance of Meters," by H. D. King, Hoboken, N. J.; "Some Experiments in Combustion," by S. J. Lenher, New York; "Specifications for Construction of Joint Poles," by Paul Spencer, Philadelphia, Pa.; "Self-Synchronizing of Alternators," by Prof. Morgan Brooks, University of Illinois. The following committees also made their reports, showing the results of their investigations in their particular work during the past year: Grounding secondaries, progress, uniform accounting, gas engines, meters, organization possibilities, public policy, protection from lighting and other static disturbances, and final report of 1907 committee to consider specifications for street lighting.

One of the days was set aside for commercial discussions of the electric-light business, and consisted of an address on "Relationship Between the Engineering and Commercial Departments," by Louis A. Ferguson, past president of the association, Chicago, Ill. This was followed by a discussion of the following subjects: Preparations for a campaign, the contract agent and the representative, the display-room, advertising, publicity, creating demands for electricity, evolution of new business building, electrical contractor. Addresses were also made along the commercial line on "Co-operative Commercialism," by J. Robert Crouse, Cleveland, Ohio, and on "Illuminating Engineering as a Commercial Factor" (illustrated), by V. R. Lansingh, New York city.

At one of the special meetings a unique convention feature was inaugurated, consisting of what was termed a "Council of Progress," of which the salient features were commercialism and salesmanship. Pertinent thoughts along this line were delivered by Messrs. John R. Morron, president Diamond Glue Co., Chicago, Ill.; Elbert Hubbard, East Aurora; W. E. Robertson, Robertson Electric Co., Buffalo, N. Y.; George Macbeth, president Macbeth-Evans Glass Co., Pittsburg, Pa., and Leslie M. Shaw, formerly Secretary of Treasury.

The exhibition held in connection with the convention was thoroughly indicative of the wonderful advances which are being made year by year in the electric-light field. The hall was under a blaze of light from myriads of tungsten lights, which were used for the first time in the illumination of an exhibit of this character. The design and arrangement of the hall and booths was made by the well-known architectural firm of D. H. Burnham & Co. of Chicago, while the details of the exhibit itself were successfully carried by the committee in charge, which consisted of Messrs. Frank H. Gale, chairman, General Electric Co.; Walter Neumuller, secretary, New York Edison Company; Jas. I. Ayer, Simplex Electric Heating Co.; S. E. Doane, National Electric Lamp Association; C. P. Frey, Weston Electric Instrument Co.; Rodman Gilder, Crocker-Wheeler Company; W. P. Heger, Allis-Chalmers Company; J. C. McQuiston, Westinghouse Electric & Manufacturing Co.; H. M. Post, Western Electric Co.; Benjamin Wall, Metropolitan Engineering Co., and Homer E. Niesz, Commonwealth Edison Company.

Among those exhibiting were American District Steam Co., Lockport, N. Y.; Wagner Electric Co., St. Louis, Mo.; Central Electric Co., Chicago, Ill.; Pettingell-Andrews Company, Boston, Mass.; National Electric Lamp Association, General Storage Battery Co., New York city; Crocker-Wheeler Company, Ampere, N. J.; General Electric Co., Schenectady, N. Y.; Simplex Electric Heating Co., Cambridge, Mass.; Western Electric Co., Hawthorne, Ill.; Westinghouse Electric & Manufacturing Co., Pittsburg, Pa.; Sprague Electric Co., New York; Federal Electric Co., Chicago, Ill.; Allis-Chalmers Company, Milwaukee, Wis.; Studebaker Bros. Manufacturing Co., South Bend, Ind.; Pittsburg Transformer Co., Pittsburg, Pa.; German-American Electric Co., New York city; Electric Service Supplies Co., Gregory Electric Co., Chicago, Ill.; Bossert Electric Construction Co., Utica, N. Y.; Duncan Instrument Co., Triumph Electric Co., Cincinnati, Ohio; G. M. Gest, New York city; Philadelphia Electric & Manufacturing Co., Philadelphia, Pa.; Condit Electric Manufacturing Co., Fort Wayne Electric Works, Fort Wayne, Ind.; Chicago Pneumatic Tool Co., Chicago, Ill.; Otis Elevator Co., New York city; H. W. Johns-Manville Company, New York city; Chicago Fuse & Wire Co., Chicago, Ill.; Sangamo Electric Co., Chicago, Ill.; Electrical Appliance Co., Chicago, Ill., and Minerallac Company, Chicago, Ill.

STEEL PLANT IN CHINA.

Opportunity for American Machinery Manufacturers.

American manufacturers of machinery suitable for the manufacture of steel bridges, cars and other railway equipment and all kinds of heavy structural material will be interested in the announcement by Vice-Consul-General Willard B. Hull of Hankow, China, of a plan of the Hanyang Iron and Steel Works to establish a plant to manufacture such products at a point

about six miles below Hankow. The present works at Hanyang, just above Hankow, stand upon ground that was once a swamp and which now embraces 120 acres reclaimed by the use of slag from the blast furnaces. During the past two years the plant has been re-equipped with machinery from England and Germany, the Bessemer furnaces have been torn out and replaced by modern open-hearth furnaces, and the steel mills have been greatly enlarged and fitted with modern machinery, most of which is operated by electricity. The works employ 20 foreigners as engineers, electricians and foremen, and 3450 Chinese laborers. Ore for the plant, analyzing from 65 to 68 per cent. iron, is brought in steel lighters from what Mr. Hull describes as a veritable mountain of ore at a place below Hankow called Tayeh, and the coal and coke are brought from Pinghsiang, about 200 miles up the river, in native boats, which, after discharging their cargo, are knocked to pieces and sold as lumber. The coal mines are now producing from 1200 to 1500 tons a day, which it is expected will be increased in a few years to 3000 tons a day. About 180 coke ovens are in operation at the mines, turning out about 400 tons of coke a day, the coal used analyzing from 10 to 15 per cent. ash, and from 25 to 28 per cent. gas. The output is from 1000 to 1500 tons a day, but large quantities of it are shipped direct to Japan.

At Hanyang, according to Mr. Hull, two blast furnaces are now in operation, the daily output of pig-iron being 250 tons, and another modern blast furnace of 250 to 300 tons capacity per day is now in course of construction. Three open-hearth steel furnaces, the daily output of which is 200 tons, are now working, and a fourth furnace is just being completed. The steel plant adjoins the blast furnaces, and when all improvements are finished the molten iron will be drawn from the blast furnace into large crucibles on trucks and removed over a short track to the steel furnaces without cooling, as they now find it necessary to do.

The Chinese workmen in the works are satisfactory, and afford plenty of cheap labor. Skilled Chinese mechanics and mill men receive \$5 to \$40 United States currency per month, the average price, however, being about 30 cents per day. Coolies and common laborers are paid about 10 cents per day.

The products of the Hanyang Iron and Steel Works are structural steel materials, bar steel, steel sheets and plates, angles, T-bars, steel beams, bulb plates and railway materials, such as standard-gauge, 30 to 100 pounds to the yard, rails, narrow-gauge rails, flat and angle fishplates, steel ties, frogs, spikes, nuts, bolts, etc. All steel is made by the Siemens-Martin process and supplied to pass tests and requirements of British Lloyds, British Board of Trade, Bureau Veritas, German Lloyd, etc. The works are provided with testing machines and chemical laboratories in charge of qualified men, and all steel materials, whether inspected or not, undergo a thorough mechanical and chemical test.

For the enlargement of the iron works and the erection of the new plant it is reported that the Hanyang Iron and Steel Works will become a stock company, with a paid-up capital of something more than \$2,000,000. In addition there will be erected in connection with the works at Hanyang a plant to use slag from the furnaces in the manufacture of cement. Vice-Consul-General Hull suggests that English and German companies are already active in trying to secure the orders for the machinery for the new steel works and cement plant, and that therefore American manufacturers should bestir themselves.

LOUISIANA'S GIGANTIC SUGAR REFINERY.

[Special Correspondence Manufacturers' Record.]

New Orleans, La., May 25.

Looming large on the present sky line of New Orleans is the cluster of mammoth buildings of the American Sugar Refining Co., rapidly approaching completion. Although by the windings of the

group of skyscraper office buildings on the prairies of Kansas, and in its impressiveness the improvement brings a realization of New Orleans' rapid advance to greatness such as hardly any other of the many new development enterprises here can ap-

proach. Lighted up at night, as it will be when in operation, travelers will carry away with them the vision of this plant as one of the really notable sights they have found on this continent. Already the fame of the enterprise has been spread abroad, and as far away as Boston this refinery is instanced as an example of the big things that are going on in New Orleans, whose enterprise and progressiveness are now

capacity for a network of railroad tracks between and around the building and at the back, but it has enabled the engineers and architects to lay out the plant in the most advantageous way possible for the easy, rapid and economical handling of raw sugars and the refined product from the time of their receipt by vessel or rail until they are ready for shipment to the market. It also provides room for a prac-

refinery means an addition to the commerce of the port by just the amount of the business it will do. This addition of \$50,000,000 to \$75,000,000 a year is not only of immense importance in itself in the mere magnitude of the sum it represents of new business, but in far-reaching effects it is regarded by many students of conditions as a factor of incalculable advantage in the development of not only



VIEW OF INCOMPLETED PLANT OF THE AMERICAN SUGAR REFINING CO. NEAR NEW ORLEANS AND OF STEEL SHEDS ON THE WHARF FROM A SOUTHERN PACIFIC TUGBOAT IN THE MISSISSIPPI RIVER.

Mississippi the new refinery is some seven miles from Canal street, yet the magnitude of the improvement is so vast that it stands out on the horizon a commanding spectacle from whatever point of view. Towering 215 feet in the air, as the main buildings do, and arising from a level plain on which the most conspicuous buildings besides are the crumbling mansions of the abandoned sugar plantations that previ-

ously held sway before the expanding commerce of this port pushed the lines of business far beyond the former limits of the city, these massive structures break on the vision at closer range with an almost awesome air, for they seem like a section of the skyscraper district of some big city bodily transported to a distant spot. It is somewhat as if one should come upon a

mentious capacity—12,000 to 15,000 barrels of refined sugar a day—which represents a value in product of from \$50,000,000 to \$75,000,000 a year. As it is understood that the present refinery in operation here will be continued, it having been kept in the highest state of efficiency to the present moment, and having a capacity of 3000 to 6000 barrels a day, the new

New Orleans, but of all Southern Louisiana, and of benefit to the entire country as well. It is taken to indicate the concentration at New Orleans of the greatest sugar-refining operations in the country, so that New Orleans is destined to become the sugar-making center of the United States and hardly inferior to any in the world. And while at present a very considerable portion of the sugars handled



REAR VIEW OF AMERICAN SUGAR REFINING CO.'S PLANT NEAR NEW ORLEANS.

ously held sway before the expanding commerce of this port pushed the lines of business far beyond the former limits of the city, these massive structures break on the vision at closer range with an almost awesome air, for they seem like a section of the skyscraper district of some big city bodily transported to a distant spot. It is somewhat as if one should come upon a

mentioned as worthy of emulation by cities elsewhere.

The plant is located on a tract of 70 acres owned by the American Sugar Refining Co. in St. Bernard parish. The ground has a front of nearly 1400 feet on the Mississippi river, and in some parts extends back about 3000 feet. This not only gives ample wharfage room and ca-

mentious capacity—12,000 to 15,000 barrels of refined sugar a day—which represents a value in product of from \$50,000,000 to \$75,000,000 a year. As it is understood that the present refinery in operation here will be continued, it having been kept in the highest state of efficiency to the present moment, and having a capacity of 3000 to 6000 barrels a day, the new

here will be the importations from Cuba, Porto Rico and Hawaii, the effect of the enterprise, it is considered, will be to greatly stimulate the increased production of sugar in Louisiana and Texas. Through the large facilities provided by the new refinery it will be possible to handle quickly and efficiently the local sugars, which ripen within a short period of time

and which must be handled immediately or go to waste, and after the local crop is out of the way the refinery will be in better shape than possible before to take care of the sugars from Cuba and Porto Rico, and Hawaii as well, especially after the completion of the Panama canal.

Being provided with facilities of so extensive a character, and being a ready purchaser for sugars in any quantity offered—as high as 2,000,000 pounds having been purchased at the Sugar Exchange here in one day by the American Sugar Refining Co., making a complete clean-up of all offerings—it is regarded as inevitable that a much more rapid increase in the acreage of sugar planting will be seen hereafter than in the past. Through improved and

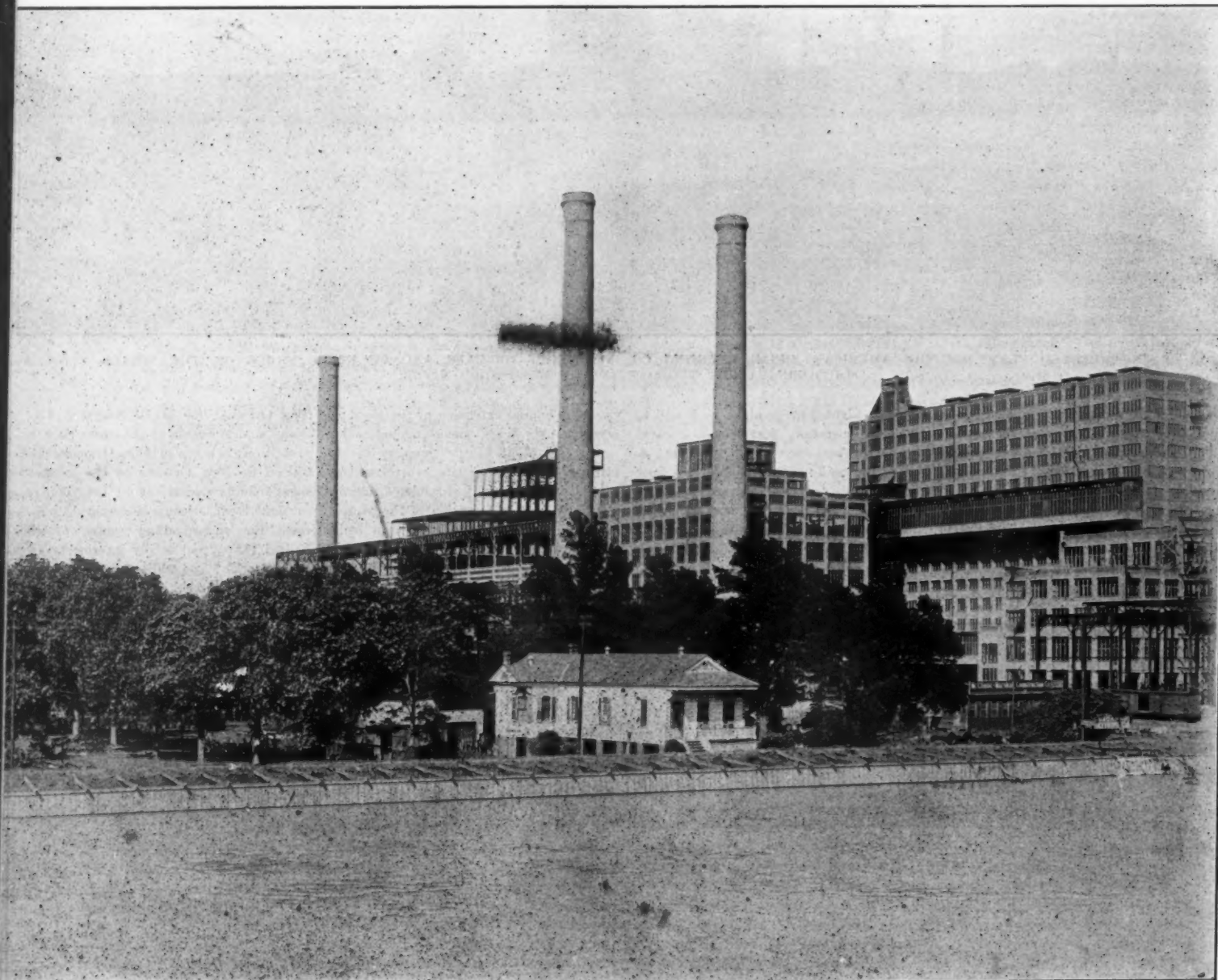
and cultivation. At an expenditure of not more than \$25 an acre, in many instances, for purchase and complete drainage, ready for cultivation, these lands will become immediately as valuable for use as the lands of plantations adjoining that readily command a minimum value of \$100 per acre. The present total of lands in Louisiana devoted to sugar-raising will probably but slightly exceed 300,000 acres. In the development of these lands and the improvement of the plantations by investments in factories, machinery, implements, etc., over \$100,000,000 has been invested. The magnitude of the undertaking may be better realized when it is remembered that the sugar industry of Louisiana was practically wiped out by the war, so that it

and under conditions that justify an expectation of at least as profitable operations as in the past, the part that the new refinery may play in the development of this section becomes a matter of almost incalculable significance.

How intimately the whole country is concerned in the development and prosperity of the sugar industry of Louisiana is but little understood by the careless observer. It is a matter of computation, as Prof. W. C. Stubbs of New Orleans has conclusively pointed out, that an interstate commerce of some \$60,000,000 annually is created by the sugar industry of Louisiana. Several million dollars are paid for machinery that comes from Pennsylvania, Alabama, Tennessee, New York

this industry and the development it will stimulate to life.

The new plant near New Orleans has been under construction for over two years, and it will not be completed before the early part of 1909. The first piling was driven in August, 1905, but on account of the freight congestion of that time and the inability to get material for the foundations it was impossible to make rapid headway for some time. Now all the buildings are well under way except the cooperage plant, which is to be built 200 feet distant from the finishing-house. It will be in two sections, and one, 284x50 feet, of brick, will be the manufacturing building. The other, 200x150 feet, will be the storage building. It will be of brick



VIEW OF INCOMPLETED PLANT OF THE AMERICAN SUGAR REFINING CO. NEAR NEW ORLEANS FROM A SOUTHERN PACIFIC TUGBOAT IN THE MISSISSIPPI RIVER.

cheapened methods of reclamation large bodies of swamp or wet prairie lands may easily be added to the sugar area of the State, and in numerous instances, notably in the cases of planters whose cultivated lands border on these only recently appreciated wet lands, a good deal has already been accomplished in this line. As a matter of fact, the only way that large areas of sugar lands can be added to the present acreage is through the reclamation of the swamp or wet prairie lands, and it is regarded as singularly fortunate that these lands, adjoining the already well cultivated and fully occupied sugar lands of the State, should have remained at practically nominal values (or prices) until the occasion arose for their purchase for reclamation

was necessary to start right at the ground and build up. Therefore, the \$100,000,000 invested in the industry had to be created. The value of the sugar crop of Louisiana averages about \$35,000,000 a year. There are at present importations of sugar to the United States amounting to about \$95,000,000 a year. America is one of the greatest sugar-consuming countries per capita on the globe, and it is the belief of economists that the consumption in this country will continue to increase, in total volume and per capita, to such an extent that it will be impossible for there ever to be enough sugar raised here to anywhere near meet the demand. With the possibilities of easily duplicating the present crop of the State without affecting the demand,

and Illinois. Horses and mules to the value of \$1,000,000 come from Kentucky, Tennessee, Indiana, Missouri, and so all down the line, from implements, wagons, etc., to food for man and beast, for clothing, shoes and all the things not locally produced that provide comfort and sustenance for mankind, there is no State between Maine and California that is not a beneficiary to greater or less extent of the sugar industry of Louisiana. And so not only New Orleans and Louisiana are much concerned in the new refinery here, but every railroad in the country and nearly every producer of every sort, from the farmer to the manufacturer, the merchant, the banker, all who engage in trade the country over, will derive a benefit from

and corrugated iron, three stories high. All the other buildings are of steel construction, and all except the storage shed and wharf have brick walls and reinforced concrete floors and roofs. The shed and wharf will be of fireproof construction, having steel frame, and to be inclosed with corrugated iron and reinforced concrete roof. The entire plant will represent a cost of about \$5,000,000, and it will be equipped with all the latest machinery and appliances, and will be provided with the best and most economical methods of handling and refining sugar.

Approached from the river side, the enormous 800 feet of wharfage is encountered first. In the foundation work 12,000 to 15,000 piles were used. Some of

them were 90 feet in length, and those on which the docks were built were impregnated with creosote. The depth of water in front of the docks is about 30 feet at the lowest water level of the river. The wharf, 80 feet wide, connects with the raw sugar storage-house, 240x258 feet, and to be equipped with overhead trackage for carrying material electrically. The electric conveyors were partly built by the Niles-Bement-Pond Company, New York and Philadelphia.

Next comes the washhouse, 74x104 feet, and five stories high.

To the rear of this is the great filter-house, 14 stories high, the tallest building of the group, and 265.6 feet long by 90

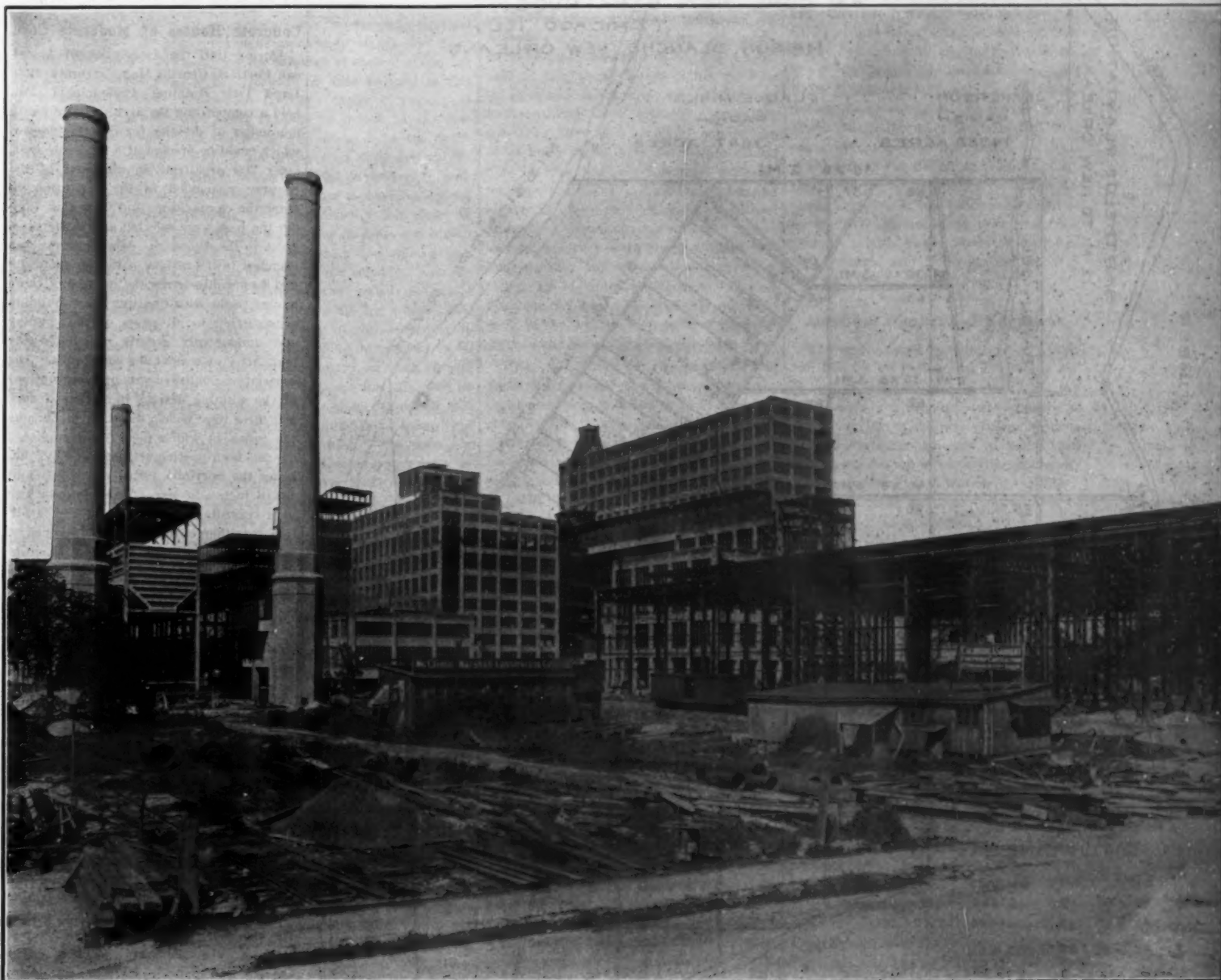
height of 161 feet, and occupies a ground space of 212x178 feet. Here will be an equipment of machinery for drying sugar, for pulverizing and for making cubes and cut loaf. Most of the machinery was built by the Hersey Manufacturing Co. of Boston.

Adjoining the panhouse is the engine or power-house and pumphouse, 251x58 feet, and two stories in height. The pumps and engines were built by the Allis-Chalmers Company, and the generators by the General Electric Co. There are altogether six large Corliss engines of the Allis-Chalmers type, three for direct and three for electric transmission, and three large pumps with capacity of 35,000,000 gallons every 24

hours, and connect with the various railroads entering New Orleans, the Frisco system having enormous docks, basin and wharves a few hundred feet further down the river.

In the entire plant 20,000 tons of steel was used, 5,000,000 of brick and 10,000 barrels of Lehigh Portland cement. Jas. Stewart & Co. were the contractors for doing all the foundation work and building the dock. The McClintic-Marshall Construction Co. of Pittsburg had the contract for the structural part of the plant. Hildreth & Co., New York, inspected the structural material. Calongne & Sargent, New Orleans, had the contract for all the reinforced concrete. The fire-brick to the

of mines, Charleston, W. Va., and Neil Robinson, Charleston, and special addresses will be made by Dr. I. C. White, State geologist, Morgantown, W. Va., on "West Virginia Coals;" by Mr. C. L. Fay, secretary Coal Mining Institute of America, Greensburg, Pa., on "The Relation of Coal Mining Institutes in Problems in Mining and Mining Communities;" by Mr. E. W. Parker, statistician United States Geological Survey, Washington, D. C., on "Notes on the Present Condition of the Coal Mining Industry;" by Mr. Fred C. Keighley, general superintendent Oliver-Snyder Steel Co., coal department, Uniontown, Pa., on "Deep Mining;" by Mr. H. H. Stock, vice-president Coal Min-



VIEW OF INCOMPLETED PLANT OF THE AMERICAN SUGAR REFINING CO. NEAR NEW ORLEANS FROM THE MISSISSIPPI RIVER LEVEE BANK.

feet wide. This building will contain bone-black filters, driers and kilns, and all the machinery for the clarification and mechanical filtration of raw sugars, all driven electrically.

Flanking the filter-house is the panhouse, itself 12 stories in height, and but slightly less imposing than the filter-house. Its dimensions are 168x95 feet, and it is 159 feet high. In it are nine large vacuum pans, mostly built by Payne & Joubert of New Orleans; crystalizers, tanks and centrifugal machines, built by the American Tool Co., Hyde Park, Boston.

At the extreme rear of the group, its back wall 1000 feet from the wharf line, is the granulating or finishing-house and refined sugar storage warehouse. It has nine stories and an extension, an extreme

hours, also built by the Allis-Chalmers Company.

The immense boiler-house, with three 225-foot perforated radial brick chimneys, 12 feet inside diameter, has an extreme length of 247 feet, and is 97 feet wide. It contains 36 boilers of the Babcock & Wilcox water-tube type, equipped with Murphy stokers, from the Murphy Iron Works, Detroit, and Green economizers built by the Green Fuel Economizer Co. of Matteawan, N. Y.; overhead coal bins and the most modern coal-handling machinery. The chimneys were built by H. R. Heinicke, Inc., New York.

There is a machine shop equipped with modern machine tools for doing economical work in building as well as repairing.

Railroad tracks run all through the

number of some 300,000 are from Evans, Howard & Co., St. Louis. The Salmen Brick & Lumber Co. of Slidell and New Orleans furnished all the building brick.

ALBERT PHENIX.

Coal Mining Institute.

For the purpose of organizing a State coal mining institute a meeting will be held at Clarkburg, W. Va., June 29 and 30, to which all mine superintendents and foremen are invited. The permanent meeting-place of the institute will be determined after its organization. At the Clarkburg meeting general addresses will be made by ex-Governor George W. Atkinson, now Judge of the United States Court of Claims at Washington; James W. Paul, chief of the State department

ing Institute of America, Scranton, Pa., on "Benefits to Be Derived from Technical Writings," and by Mr. John G. Ross, office and field assistant, department of mines, Charleston, W. Va., on "Our Mining Population."

In the course of a letter to the MANUFACTURERS' RECORD H. H. Skeggs, Jr., Mayor of Decatur, Ala., says: "Notwithstanding the talked-of hard times, Decatur is going ahead, and if the country will adopt the motto published on the cover of your last issue I believe that it will be but a short time till we have better times than we have ever had before."

The next convention of the Lakes-to-the-Gulf Deep Waterway Association will be held at Chicago October 7-9.

AN OBJECT-LESSON IN RECLAMATION.

[Special Correspondence Manufacturers' Record.]

Chicago, Ill., May 26.

"The development of wet prairie lands in Jefferson and Plaquemine parishes, Louisiana, which is being undertaken by Mr. H. E. Overstreet, 831 Commercial Bank Building, Chicago, will be so thoroughly and remarkably carried out as to make his tract one of the most highly im-

proved bodies of land in the State," declared Mr. O. W. Crawford, manager of the Truck Farm Land Co., New Orleans, at the Hotel Stratford last evening. Mr. Crawford is here for some time, looking after numerous prospective purchasers of lands similar to the tract bought by Mr. Overstreet. He is very enthusiastic over the interest that is being taken in the reclamation of lands in Louisiana, and predicts an era of active development of these wonderfully rich alluvial lands.

tion, the location and size of canals and ditches; the cubic yards of dirt to be excavated; the miles of canals and their storage capacity in gallons per acre, and the rainfall they will take care of.

"The operation will require the expenditure of \$460,875.

"The first unit in the reclamation is 4000 acres.

"This feature—the economic development of such a large tract in units, each unit complete in itself, is possible because

"It begins only 12 miles from the city of New Orleans. It has 14 miles of front on a navigable stream on one side, and on the opposite side, for eight miles, is only from three-quarters to one and one-half miles from the New Orleans, Fort Jackson & Grand Isle Railroad, and the Mississippi river, with two other railroads recently projected right through the tract. All of the property for eight miles adjoining it on the east is in highly cultivated sugar plantations, truck farms and orange groves.

"The sale, purchase and reclamation of this large property is entirely due to my advertising in the MANUFACTURERS' RECORD, as Mr. Overstreet is No. 2 of the 22 businesslike replies which I received from my ad. in the MANUFACTURERS' RECORD."

Concrete Houses at Moderate Cost.

During 1907 the Association of American Portland Cement Manufacturers, 1232 Land Title Building, Philadelphia, Pa., held a competition for architects to obtain a number of designs for concrete houses which could be erected at a moderate cost. Over 200 architects in all parts of the country responded to the invitation to enter the competition, and from this number the best were selected and cash prizes given to the designers. Much interest was attached to the results of this competition, and it tended to center the interest of those having to do with dwelling-house building construction in all parts of the country and undoubtedly greatly stimulated the popularity of cement for such work. The association published cuts and descriptions of the winning designs in various forms, and these were widely distributed. Among the forms in which these were published one has been particularly noteworthy, that being the portfolio form, which is about 14x18 inches in size. This contains full data regarding the terms of the competition, together with full-sized drawings of each of the successful designs. Each design occupies two large pages, and in addition to a description, specifications and estimated cost, a perspective of the completed structure as it would appear in life, elevation of sides, cross-section and first and second floor plans are shown, so that in reality they compose almost a full set of drawings needed.

Cement has made great strides as a leading material in dwelling-house, as well as in all other kinds of construction, and it may safely be said that its use in this line is still in its infancy.

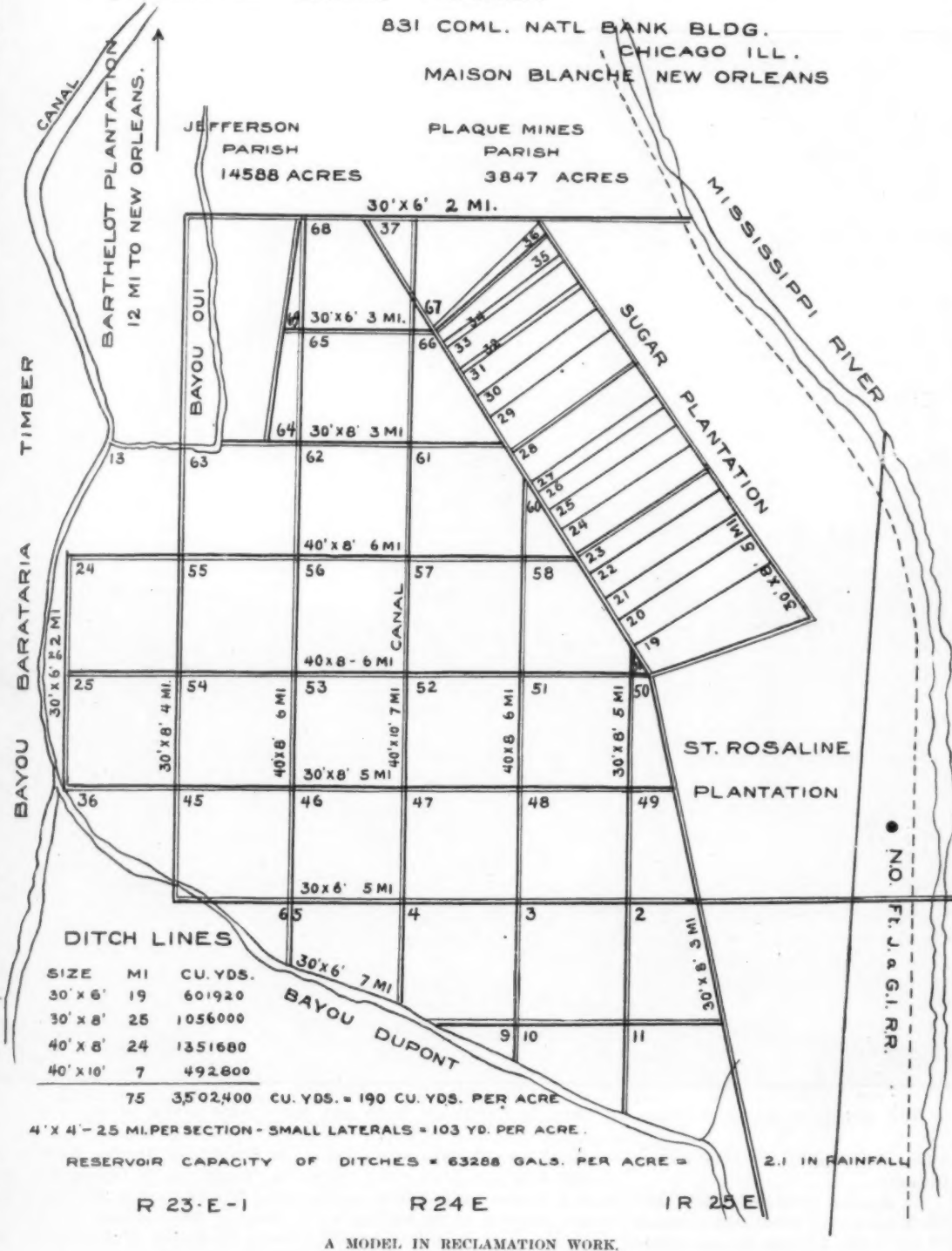
Owing to the constantly-increasing demand for information on the subject of concrete construction, the Association of American Portland Cement Manufacturers, Land Title Building, Philadelphia, Pa., has found it necessary to increase the size and number of pages of its publication, the *Concrete Review*. This change was made in its issue of May 1, which is the first under volume 3. It is also the purpose of the association to increase still further the monthly contents, in order that the publication may be thoroughly worthy of the important industry which it represents. It is doubtful if any one single factor has had as much to do with acquainting others with the wonderful possibilities of cement than has this association, both through this medium and through the many important pamphlets which it is constantly issuing.

The total production of cement in the United States in 1907, according to a report by Mr. Edwin C. Eckel for the United States Geological Survey, was 52,230,342 barrels, valued at \$55,903,851, of which 48,785,390 barrels, valued at \$53,902,551 were Portland cement, 2,877,700 barrels, valued at \$1,467,302 were natural cement, and 557,252 barrels, valued at \$443,998, were puzzolan cement.

ILLINOIS - LOUISIANA

RECLAIMED LAND CO.

OWNER OF GRAND PRAIRIE.



proved bodies of land in the State," declared Mr. O. W. Crawford, manager of the Truck Farm Land Co., New Orleans, at the Hotel Stratford last evening. Mr. Crawford is here for some time, looking after numerous prospective purchasers of lands similar to the tract bought by Mr. Overstreet. He is very enthusiastic over the interest that is being taken in the reclamation of lands in Louisiana, and predicts an era of active development of these wonderfully rich alluvial lands.

"I am particularly pleased with the

he is undertaking ought to result in the reclamation and opening to settlement and cultivation of a section of Louisiana capable of supporting in affluence an increased population of thousands and tens of thousands of corn, cane and cotton farmers, truck gardeners and owners of orange groves.

"Mr. Overstreet's holding is known locally as Grand Prairie. He is forming the Illinois-Louisiana Reclaimed Land Co. to take over the property and reclaim it.

"This map shows the plan of reclama-

of the conditions of soil—permitting no seepage, absence of overflow and the small amount of water at most for which pumping capacity must be provided to afford perfect drainage. This plan, completed, will make this tract no doubt one of the best-drained properties in Louisiana. It will have seven miles of canal 40 feet wide and 10 feet deep, 24 miles 40x8 feet, 25 miles 30x8 feet and 19 miles 30x6 feet—75 miles in all. It will also have 825 miles of lateral ditches four feet wide and four feet deep.

American Cotton Manufacturers' Association.

[Special Correspondence Manufacturers' Record.]

Richmond, Va., May 23.

The results accomplished at the twelfth annual convention of the American Cotton Manufacturers' Association just closed here characterized this meeting as one of the most important which has been held since its organization. It having been known that many broad questions of vital interest and far-reaching in their scope were going to be fully discussed and furthered toward definite actuality, an early and large attendance was influenced on the part of those representing the leading textile interests. The most important of these questions was that of a uniform sales contract, a report on which was made by Chairman Lewis W. Parker of the committee which was appointed in Philadelphia last year to consider the practicability of the adoption of such a uniform sales sheet which would be applicable to all sales of cotton goods, and in the event of such an adoption whether or not it could be expected to be used by a large portion of the mills and sales agents. In submitting its report the committee stated that it had found upon investigation that its work as outlined was of a much broader scope than supposed, and that after due consideration recommended that it be discharged from the consideration of these questions as outlined, and that a new committee be appointed, larger and more representative, of those interested in the adoption of such rules, and that the committee be instructed to hold conferences and report to the next meeting, if practical, full rules governing the sales of cloth and yarn, also the uniting of members of the association for better mutual protection. The question of penalties for those violating the agreements when adopted was also discussed, and it is probable that something along this line will later be adopted. It was also agreed that if the committee should adopt the uniform sales contract prior to the next annual meeting it could submit its conclusion to the members for action, and if approved by majority of those replying within 30 days, and further approved by the board of governors, should be accepted and become binding on the members of the association. The new committee on uniform sales contract consists of Messrs. Lewis W. Parker, chairman, T. Ashby Blythe, D. Y. Cooper, Caesar Cone, W. E. Beattie, C. B. Amory, T. L. Wainwright, Ridley Watts, S. B. Tanner and Leonard Paulson. It is the intention of this committee to thoroughly consider this subject, and all of those interested will be asked to co-operate with them so as to enable them to arrive at fair and equitable conclusions.

The report of the committee on cotton exchanges, Capt. Ellison A. Smyth, chairman, which was read after a thorough consideration of the question in committee-room with representatives of both the New York and New Orleans Cotton Exchanges, recommended certain changes that the exchanges must make in their contract in order that these contracts may be responsive to spot conditions. The whole question was freely discussed, and the points made by the speakers evidenced a determination on the part of the association to continue fighting the present conditions until they are remedied along lines which shall remove the market from the hands of speculators and make the exchange contract fair to all concerned, especially the producer and the manufacturer. That the members of the association were in hearty sympathy with the efforts of the farmers to obtain for their raw cotton a fair price was indicated in the following reference

made to them in the report of the committee on cotton exchanges:

"In conclusion, your committee would heartily congratulate the planters of the South upon the remarkable manner in which, notwithstanding adverse conditions of the times and the adverse conditions on the exchanges, they have been able by the exercise of good business judgment to dispose of their crop at fairly remunerative prices. Your committee feels that were it not for the strength of the farmers in the South, under those conditions very low prices would have been obtained during the past season, and therefore most heartily congratulate our farmer friends upon the excellent manner in which they have managed the disposal of their crop during the past season. It may be said in this connection that low prices of cotton, as also great variance in prices, in any season are altogether as much to the detriment of the spinner as they are to the planter himself. What is desired by both parties is a fair value to the commodity, allowing to the producer a fair profit in the raising and fixing in some measure a stable price upon which the spinner can calculate in making his sales."

The by-laws of the association were changed so as to provide for a new class of membership to be known as corporate members, the idea being to take in those interested in the industry as firms as well as individuals. This membership will be subject to dues or assessments which will be based upon the number of looms and spindles which each have. The necessity for such a membership was suggested by those having in charge the formation of uniform sales contracts, and in order that they might become binding on the firm as well as the individual, the membership class for firms and corporations had to be provided as well as that for individuals. The by-laws were also further changed to make all ex-presidents members ex-officio of the board of governors. The office of historian was created, to which Mr. D. A. Thompson of Charlotte, N. C., was elected, the duties of this office being to gather facts about the history and development of the textile industry. Resolutions were adopted urging upon Congress the passage of the Southern Appalachian and White Mountain Forest Reserve bill, and also improvement of the inland waterways. Upon invitation of Secretary of Commerce and Labor Straus it was voted that the association become a member of the National Council of Commerce. The association was also invited to join several other associations, but as these had to do with class legislation and political affairs, they were declined. Another resolution was adopted congratulating the cotton manufacturers upon the improved condition of the cotton goods trade, and the members of the association were urged not to be misled as to this apparent improvement and increase production beyond the consumptive demand of the country.

An indication of the feelings which the members of the association have toward those who are repeatedly misrepresenting the true conditions in the Southern cotton mills, especially those relating to child labor, was contained in the reply made by ex-President Arthur H. Lowe of Massachusetts to the several welcoming addresses. On this subject Mr. Lowe said:

"I doubt if the people in any section of the world have been so viciously criticised as the cotton manufacturers of the South. Now, I am one of them, for I operate a mill in Alabama. We have been branded as cruel and unkind, with the result that people did not desire to come into our sec-

tion. We have been held up as driving children, charged with white slavery, but there is no set of men in the world that ever did so much for a class, and a large class, as the Southern manufacturers. They have brought people from the mountains, where they lived almost like animals, in homes that were unfit, and out into the sunshine and given hope, and I doubt if there is in the world among that class of people those who are more happy or healthy. The Southern cotton manufacturers have done more to alleviate the condition of this class they are accused of oppressing than all the philanthropic organizations in the world that I know of."

The work of the convention as outlined in the MANUFACTURERS' RECORD May 21 was carried out, with the exception that several of those who were down for set addresses on technical subjects were not on hand, and these had to be passed over, still the benefits of their thoughts on these subjects were not lost, as all of the papers had previously been printed in pamphlet form, so that the members could take them away with them for future study. The various business meetings were always well attended, and great interest was shown in every part of the proceedings, and when discussions were opened up on any subject they were freely entered into and threshed out before coming to a decision, all of which indicated a desire of everyone to lend his efforts to the advancement of the best interests both of the association and the individual members.

From the report of the secretary and treasurer, C. B. Bryant, it was shown that the association now has a total membership of 1105, 68 new members having been admitted, 5 died and 20 resigned during the year. The association has increased wonderfully in the last several years, both in point of numbers, influence and importance, and it now truly represents the great textile-manufacturing interests of the South, as well as many leaders in the North. Moreover, the association is destined to become one of the greatest industrial bodies in the country, as the South in future years will undoubtedly become the predominating section in the manufacture as well as it is in the production of cotton.

Departing from the usual custom of the members to subscribe to present the retiring president with some token, usually in the form of silver, it was decided to inaugurate the custom of having made each year what is to be known as "the President's Medal," for presentation to the retiring president. President S. B. Tanner was the first to receive this medal, and he expressed himself as highly gratified that his services for the association had been such that they merited the distinction of being the first recipient of such an enduring token of their esteem and appreciation.

The meetings of the association were concluded in an open meeting held in one of the city's large halls, to which the citizens of Richmond were invited, and which was addressed by Governor John A. Johnson of Minnesota. Governor Johnson did not discuss politics, but confined himself to an address on the industrial possibilities of this country, and in referring to trend of cotton manufacturing toward the South, said:

"The law of industrial development points the goal, and that law is that the mill for the most successful and profitable production of the finished goods is that which is located in closest proximity to the raw material. Quality of material, cheapness of material, the highest economy in the utility of material, the economy of transportation cost, the adaptation of the milling industry to the conditions of economical production, all commend the mill to move to the gate of the plantation

which produces the material. This is why the cotton mills of the United States are going South, and why the cotton industry of Europe is coming to America. It is in accord with the universal law of the highest economy of industrial production."

The business men of Richmond, through its Chamber of Commerce, entertained the delegates and ladies accompanying them, and there was no time between sessions in which was not filled in with some form of entertainment, such as trolley and automobile rides, smoker and luncheons.

The officers elected for the ensuing year are: President, Thos. H. Rennie, Pell City, Ala.; vice-president, Lewis W. Parker, Greenville, S. C.; chairman board of governors, T. Ashby Blythe, Philadelphia, Pa.; secretary and treasurer, C. B. Bryant, Charlotte, N. C.; new members of board of governors, Chas. K. Oliver, Baltimore, Md.; Aug. W. Smith, Spartanburg, S. C.; C. B. Amory, Boston, Mass., and John C. Rankin, Lowell, N. C., these taking the places of L. W. Parker, E. A. Smith, R. S. Reinhardt and David Clark, whose terms expired this year.

Several cities, including Atlanta, Ga.; Charlotte, N. C.; Baltimore, Md., and Atlantic City, N. J., are making an effort to secure the convention of next year, but this selection is in the hands of the board of governors, and is determined upon at the July meeting of the board.

American Mechanical Engineers.

The semi-annual meeting of the American Society of Mechanical Engineers will be held in Detroit, Mich., June 23-26. An entire session will be devoted to papers on the conveying of materials when hoisting and conveying machinery, including belt conveyors, the use of conveying machinery in cement plants, etc., will be discussed.

Among other subjects which will be taken up by professional papers are: "Clutches," with special reference to automobile clutches, by Henry Southern; "Some Pitot Tube Studies," by Prof. W. B. Gregory of Tulane University, New Orleans, La., and Prof. E. W. Schroder of Cornell University; "Thermal Properties of Superheated Steam," by Prof. R. C. H. Hock of Lehigh University; "Horse-Power, Friction Losses and Efficiencies of Gas and Oil Engines," by Prof. Lionel S. Marks of Harvard University; "A Journal Friction Measuring Machine," by Henry Hess of Philadelphia; "A Simple Method of Cleaning Gas Conduits," by W. D. Mount; "A Rational Method of Checking Conical Pistons for Stress," by Prof. G. H. Shepard of Syracuse University, and "The By-Product Coke Oven," by W. H. Blauvelt.

A lecture on "Contributions of Photography to Our Knowledge of Stellar Evolutions" will be delivered by Prof. John A. Brashear of Allegheny, Pa. The usual receptions will be held, and excursions will be made to manufacturing plants, the shipbuilding yards and various points of interest in and around Detroit. Among the excursions planned is one to the University of Michigan at Ann Arbor. The gas-power section of the society will hold a session, and the Society for the Promotion of Engineering Education and the Society of Automobile Engineers will hold a meeting in Detroit at the same time. As far as possible, sessions will be arranged so that members interested in subjects treated by the other societies may attend their sessions without missing papers on related subjects read before their own society.

It is announced that the Newport News Shipbuilding & Drydock Co. has submitted the lowest bid for repairing, at a cost of about \$100,000, the British steamship Mt. Temple.

CURRENT EVENTS AS VIEWED BY OTHERS

FACING FACTS.

[Beaumont (Texas) Journal.]

There is no getting away from the fact that all is not as rosy in the lumber business as it is being painted by either the manufacturer of lumber or those whose interests it is to boost the business and make it appear profitable regardless of the actual situation.

The fact that many mills are being reopened does not mean that the situation has been improved. It simply means that the companies engaged in opening their mills either have large order on hand which they find it necessary to operate their plants to fill or else that they have bills to meet, and it is therefore necessary for them to cut some lumber in order to meet the payments which will soon be due.

The greatest factor in the success of the lumber manufacturer is the railroad. If the railroad systems of the country do not buy their accustomed quota of the product of the sawmill, then the sawmill man finds himself face to face with a serious proposition, and one that he is face to face with today.

Exactly 40 per cent. of the output of the sawmills of the country has heretofore been taken by the railroads under operation for rehabilitating purposes, for the purposes of building extensions and also in the construction of new lines. This 40 per cent. of the output of the sawmill plants always brought a good price to the manufacturer and served to make him independent of the man who deals alone in yard stocks. With this 40 per cent., which was always paid for in a hurry by the railroads, the manufacturer of lumber was enabled to pay his labor hire and to meet all of his other expenses, thus placing him in a position to demand his price from the yard stock dealers or tell them to look elsewhere.

But now all is changed. The railroads are not buying and the lumber manufacturer has lost his independence. He has discovered that to a certain extent he is his own worst enemy because of the fact that he is unable to weather a gale that has been most disastrous in its effects upon both the market and the pocketbooks of the manufacturer. How dependent is the prosperity of a great part of the people of the country upon the prosperity of the railroads has never been brought more fully to the attention of the people of the country than it is today, and especially to those who live in the sections where the manufacture of lumber plays an important part in the prosperity of the territory.

OFFICIAL PRESS BUREAUS.

[Newport News (Va.) Press.]

Congress should furnish whatever means that are needed for the legitimate prosecution of the work of the Government, and it has generally shown its willingness to do so. But that is quite a different thing from taking money from the treasury to permit officials in the various departments to put articles before the public singing their own praises and reciting the supreme worth of their work. It is entirely just that sources of information as to what the government is doing shall be thrown open to the professional newsgatherers, who are usually on the alert to record anything of popular interest or of real importance. It can generally be taken for granted that the progress of events which the people want to know about will thus be chronicled both in the daily press and weekly and monthly publications. The dissemination of news outside the regular official reports

is not one of the functions of the Government in a country where journalism is as active and energetic as it is in the United States.

WISDOM IN IMMIGRATION.

[Lynchburg (Va.) News.]

A low order of immigrants—those who come from the scum and offscourings of Southern European population, if once finding a lodgement on our soil will inevitably serve as barrier to keep the helpful, wealth-creating, law-respecting class out of Southern territory. Once let the idea obtain abroad that the South is open as a dumping-ground for any and all sorts of foreign settlers, regardless of their moral characteristics, and of their energy and industry and thrift of disposition, and the really worthy foreigner who comes to cast his lot in our country will turn eyes in other directions than this. Happily, as we have said, the immigration movement in this section of the United States is now only in embryonic stage. Opportunity is with us to profit by the experience of Northern and Western centers of population—an experience which in many cases has prejudiced the average of American citizenship, both in point of moral and material progress. We must heed this warning; we must preserve the strain of Southern population from poisoning social contamination, and have a care lest in our anxiety to increase in population, and especially in the number of white laborers, we do not invite a scourge rather than a blessing.

Virginia and, indeed, most of the Southern States, if not all of them, seem to be awake to the perils as well as the benefits likely to accrue from immigration, and are proceeding with an alert purpose to avoid the pitfalls of mistaken policy. The system of wise prudence and precaution and vigilance in this respect should know neither abatement nor relaxation. The South wants the worthy foreign settler, and him only—first because he is worthy, and second because his presence and success among our people will serve the happy purpose of drawing more of his kind Southward.

THE PRICE OF COAL.

[London Iron and Coal Trades Review.]

A little reflection will show that this alternation of "lean years" and "fat years" can be avoided once and for all. After 1906 and 1907 it will require some quite specially constituted person to assert that high prices will prevent business where there is either a genuine demand for coal or a general conviction that the market will advance still further. During these two years not only were the exports of previous years maintained, but in each case far exceeded, notwithstanding that the price, in the absence of labor troubles or war, was unprecedented.

Still further reflection will bring home the fact that if from monetary stringency or political unrest the trade of the world is going slowly, no reduction in price, as regards coal, will galvanize it into activity. Low prices may induce speculation in coal, but consumption will not be thereby stimulated. If, then, speculators cannot place the coal, coalowners are in no better case in respect of quantity with unremunerative prices than they would be with moderate quotations, such as within the general knowledge of the consumer are sufficient to cover the cost of working.

The first aim of coalowners should be to avoid extreme fluctuations in prices, since they are prejudicial to consumers,

for it is the latter, and not the speculators, who constitute the real backbone of the trade. The point is the more important now when it seems evident that such large quantities of British coal find their way into the hands of what our American friends call "operators" on the Continent. Moreover, stable prices for coal are the more desirable, since they do not lend themselves to a disturbance of the colliers' wages.

Coalowners have it in their power to influence prices, and if they would use their power to prevent prices touching famine quotations they would be able, with perfect justice, to decline to entertain offers involving a possible loss, or such as admit of no profit. This is done in other coal-producing countries, and may be done here. Our investments in collieries are so enormous that it is a matter of great national importance that they should yield a fair return. We have, further, huge investments in shipping, and a reasonable price for coal is one of the essential bases of prosperity for this branch of commercial enterprise. We are still the third in rank amongst the iron and steel producers of the world, and the price of coal contributes largely to the successful carrying on of those works, the existence of which the natural resources of the United Kingdom and its geographical position not only justify, but call for. Our iron and steel trade is an industry, moreover, in which our chief Continental competitors are exceptionally favorably situated as regards the supply of coal.

CHURCH AND MORAL REFORMS.

[Bishop Gallor of Tennessee.]

I have spoken in this general way about the principles of the life of the church in order to indicate, first, how far the church as an institution and her ministers as such may be expected to advocate special projects for industrial and economic and municipal and political improvement. Hardly a week passes that the demand is not made upon the clergy of the church to take a stand from the pulpit upon some such question, and it is almost always assumed that the church is not doing her duty if her representatives refuse to adopt a partisan attitude in favor of some particular movement, which, to the mind of its adherents, means beneficial and necessary reform.

But the church's attitude to such questions is defined by her character as the witness to God and to the duties and privileges of men as the children of God—and that, not as these duties and privileges are interpreted by any one man or any set of men.

The social problems of the day, for example, being largely economic (Vide Creighton, "The Church and Nation," page 54) demand on the part of the man who attempts to solve them wisely and justly an extended and accurate knowledge of details vastly beyond that of the average citizen—or of the average clergyman. The God we worship is a God of justice, and we may be sure that He does not approve rash, and sometimes incendiary, judgments uttered by ignorant or half-informed men. The man who hopes to be true to the moral ideal and to decide the great economic questions of the day must be possessed of an amount of minute and expert knowledge that few of us can claim.

What the representatives of the church—as such—can do is to try to influence the temper and the spirit of these who

are engaged in the contest. They can appeal to them from the standpoint of "the worship of God," and can declare that they are children of one Father and members one of another. They can denounce unfairness and untruth, and can fight against what they know to be the influences of envy and malice and covetousness and pride.

So in political contests and popular legislation it has been well said that "when questions have once entered into the sphere of politics religion may leave them to the conscience which she has educated."

Political success means reward, and Christian—as a Christian—only discredits his ideal when he works for such reward.

In this, as in all other regions of human activity, the Christian church exists only as the witness of God and as the education of the human conscience up to the acceptance of and endeavor for one true ideal of human life that "we may all come in the unity of the faith and the knowledge of the Son of God, into the perfect man, into the measure and the stature of the fullness of Christ."

HOUSEFLIES.

[Newark Evening News.]

If a man should come tramping in your parlor, besmearing the rugs or carpets with the mud, slime and filth that had adhered to his boots as he worked the sewers or walked in the wet gutters there would be an exceedingly lively protest and a very thorough cleaning after had been ordered out or kicked out, resort to violent measures to get rid of such an affront and menace would be held by the courts and by public sentiment.

And yet just such a nuisance, only more impudent and dangerous, is tolerated every house, with but little effort to get rid of it. The common housefly is an unmitigated thief and scoundrel, filth-bearing, disease-carrying rascal, who does not stop at defiling rugs and carpets and furniture, but who deliberately with intent sets his dirty feet anywhere upon the victuals you eat.

And his feet are much more unclean proportionately than the boots of the sewer worker or the gutter rambler. For example: Dr. Hutchinson, a well-known expert, recently reported to the New York Merchants' Association that he had made some experiments on this point. He placed gelatine plates where houseflies would walk on them, and later put the carefully in a culture incubator. In a few hours every point upon which a fly had put down its foot showed a clump of bacilli.

It is in this way that houseflies carry disease. They seem to delight in getting their hairy legs and moist feet filled with germs. They thus carry typhoid. Their eggs are hatched in moist dirt and filth, and, therefore, the best protection against flies in cleanliness, and the nearer perfect it is the less attractive is to the flies.

Screens must, of course, be put up in the summer time to keep flies out of the house, but in addition to this every corner that permits the least accumulation of dust or dirt is to be watched, for in these places the flies are hatched. There are organizations established to annihilate flies, just as there are to annihilate mosquitoes, but the fly problem is much more complicated of the two. Cleanliness

as nearly perfect as possible, is the best protection against them.

COLLEGE "MEN" AND CRIMINALS. [New York World.]

It is difficult to see in what respect a crime is less a crime when committed in the name of a college prank or why the "benefit of youth" is reserved solely for boys at seats of learning. That the illusion exists among college students is only too evident. It was rudely dispelled at Ann Arbor, where 14 undergraduates were arrested and indicted for wrecking a theater. It has been dispelled in an unfortunate manner in the present instance. What are the colleges doing for its correction? What is "student honor" accomplishing to make class members conform to the elementary laws of society?

The lawless behavior of college youth may be traced to that lack of discipline which manifests itself everywhere among the young generation. There has been much talk of the effeminization of the American schoolboy. If to be effeminized is to be insolent and disobedient and to regard infractions of authority as a lark, the charge is only too true.

PASSING OF THE STORM. [Philadelphia Ledger.]

It appears to be generally agreed at Washington that the work of this tumultuous session is all over. There are still a few anxious souls who would like to have something done, something to show for all the shouting; but the power of silent resistance that has proved so invincible is not likely to give way at the end. No measure of any importance could possibly be got into shape now to pass both houses, unless it were made so vague as to be innocuous or so inconsistent that the courts could be trusted to set it aside.

Ever since this Congress met the country has been in a turmoil of excitement and anxiety. The President has been thundering for reforms and sending frequent messages to Congress urging this or that enactment. He was bent on having things done. And business was suspended to await the outcome. Congress has at no time taken issue with the President. It has appeared to favor his policies, and bills expressing his ideas have been considered in one house or the other. Scarcely one of them has become law. While open hostility has been discreetly avoided, the strenuous program has been not less effectually asphyxiated. Even its dying struggles scarcely attract attention.

The President is not likely to allow Congress to adjourn without some further expression of his opinion, but the battle is substantially over. The President also has come to recognize the necessity for "harmony" if Taft is to be elected, and this compels an acceptance of the situation. He has made his record in his messages and must be content with that. If Congress would not act on his advice, he cannot be blamed.

If anyone ask what has been gained by all this turmoil and distress, out of which so little achievement has come, it is sufficient to answer that it has taught the country to appreciate the more the blessings of peace and quietness.

Southern Trucking Notes.

A trainload of 14 cars of strawberries left Chattanooga, Tenn., last Thursday, and it is estimated that the total shipments of the berries from that section this season will be 275 carloads.

Though still in its infancy, the trucking industry in the neighborhood of Weason, Miss., already mends daily shipments of 115 crates of cabbage, beans and carrots.

Truck farms in the neighborhood of Davidson, N. C., are producing cabbages, cantaloupes, tomatoes and strawberries,

and one grower raised last season 300 bushels of potatoes on less than an acre of ground.

Indicative of the growing importance of the fruit and vegetable interests of that section of Texas is the icing station at Tyler with a capacity for icing simultaneously 30 cars of fruit or truck.

Within a radius of 75 miles of Thomasville, Ga., there have been planted 7500 acres of land in pecan trees within the past five years.

Obstacles to Foreign Trade.

F. S. Frankland, director Frankland, Prince & Co., Ltd., 4 Lower Cuba street, Wellington, New Zealand, writes to the MANUFACTURERS' RECORD as follows:

"With regard to the outlook for introducing American goods in this market, the writer lived in the United States for a number of years, so that, with his experience in New Zealand, he realizes many of the difficulties which have yet to be overcome before American goods can hope to compete on an equal footing with German and other foreign products. In our experience we have found that the chief difficulty lies in the fact that American manufacturers are not willing, generally, to take direct indents, instead of those only which are passed through an American commission or buying house, and accept payment for same through a bank here upon presentation of documents. We may say that this is the usual practice with all the larger English and European houses who are represented by agents in this market.

"The principal argument on the side of the buyer is that he is not disposed to buy goods for which he has to pay for in the country of manufacture and at the time of shipment when he can buy competing goods on the terms above described. On the other hand, we have found that American manufacturers strongly object to this procedure through the possible danger of contracting bad debts. This may be very good in theory, but in practice we may take the case of an English firm we represent, and for whom we do a turnover of about \$75,000 per annum and for whom we have contracted but one bad debt in all the time we have been doing business.

"In our opinion the question resolves itself into whether American manufacturers are going to be content with the present order of things, under which they are being badly beaten by their competitors, or whether they will do as others do. We may mention that the Germans are doing their utmost to increase their trade here, and very successfully, by adopting any reasonable suggestion for their benefit which may be advanced by their agents.

"As one who is very enthusiastic over American goods and American methods, I may say that it seems a fatal mistake to suppose that colonial customers will buy upon any terms which may be offered them."

The next meeting of the Gulf Coast Inland Waterway Association, which favors specifically a system of intercoastal canals connecting the natural waterways along the Atlantic and Gulf coasts and giving a continuous interior waterway from Maine to Texas, will be held at Columbus, Ga., in November. The officers of the association are Messrs. John Craft of Mobile, president; Leland J. Henderson of Apalachicola, secretary; George A. Waterman of Pensacola, treasurer; C. A. E. Holland of Victoria, Texas; H. L. Gueydan of Gueydan, La.; B. H. Ellis of Pascagoula, Miss.; George H. Hoyle of Battles, Ala.; Philip H. Yonge of Pensacola, Fla., and Charles J. Swift of Columbus, Ga., vice-presidents.

FOREIGN LETTERS

The MANUFACTURERS' RECORD is so widely read in foreign countries that we are in constant receipt of many letters from all parts of the world. Some of these letters indicate the disposition of foreigners to buy American goods, and are therefore of interest to our readers.

Far Away India Wants Cotton Yarns, Looms and the Manufacturers' Record.

Thakurdas Khinraj & Co., the Krishna Mills, Ltd., Beawar, India:

"We notice with regret that the money crisis and consequently the slow demand for goods all throughout has caused the spinners in your country to close their mills for a certain part of the week.

"As we are constant buyers of English yarn, we think that we may change our custom to American market if better terms and better quality be available. If your spinners can supply us with round, even yarns, 40s, 50s and 60s Egyptian cotton twist spun on ring frames and wound on cheeses, and 60s, 70s, 80s and 90s Egyptian weft with intermediate counts spun on mule spindles with paper tubes on, we can buy for our own consumption 24,000 every week. We shall be glad to hear if any of your spinners can undertake this job, and if so, to see the samples, with rates c. i. f. Bombay or Karachi, delivery in securely packed cases. (Packing in America is very poor, and we have been losers several times through buying American goods very rashly packed, with poor covering.)

"Besides the yarn mentioned above, we are at present in need of some 50 power looms, and we enclose herein our specification for the same. If any of your machinists care to quote for these for delivery c. i. f. Bombay or f. o. b. American port, we shall be glad to hear their prices, which, if favorable in comparison to English and German quotations, a business may result in this direction also.

"We hope you will give publicity to this in the interest of your country's trade.

"Please begin sending us your valuable paper, and continue sending same for a year."

Wanted for Trade in Crete.

Thaddeus E. Alexis, Canea, Crete:

"I have written already to many sole-leather exporters whom you had the kindness to mention me, but I don't think to find anyone to accept and draw on me to the value of the goods, viz., to deliver the documents to his bankers, who will send them to their corresponding banks at Canea and deliver thence to me upon payment of the value of the invoice. With this way all the Continental firms are working, and especially those of Belgium, which has already commenced to do large business on account of the way of payment.

"I was informed by an emigrant calling at our port that large shipments of shirting and hawards are exported from the United States. I am in want of this. I have many demands from my clients. I also want cheap tissues for ladies' suits manufactured of cotton or other threads, etc."

A Proposition for Manufacturers.

N. L. Eldert, Room 418 at 15-25 Whitehall street, New York:

"Many years' residence in British India, Burmah, Strait Settlements and Africa, familiarity with their language and business customs, coupled with wide acquaintance among leading firms, insures to the American manufacturer proper representation under my plan. My proposition is to represent six manufacturers who do not conflict, each firm to contribute \$600 per

annum, subsidized expense account, payable quarterly in advance, on a contract covering three years, with a saving clause cancelling contract at end of first year if they find the venture not satisfactory. This subsidy is taken into consideration when stipulating the commission, as I act on a commission basis only, and establish responsible dealers in principal cities. My references have been handled by the National Manufacturers' Association and the American Surety Co., by whom I will be bonded. I have propositions from more than 50 manufacturers whose lines are not suitable for my purpose, as well as some that are, besides a number of individual offers. In case I am not able to work out my scheme of six under a subsidized contract, I shall probably take one of the individual offers, but the former appeals to me to be the best for all concerned."

American Products for Spain.

Sanchez, Diaz & Herrero, Bilbao, Spain:

"In consequence of our trips throughout Spain it would not be difficult for us to take up a line of American products, but we meet with little encouragement on the part of manufacturers of the United States, for they always insist that the agents here who are introducing their goods shall assume all the risks of loss and otherwise during that process.

"European factories, on the contrary, send on their samples and make a commission to the selling agent. We would be glad to present our references at any time and, if necessary, we would furnish bond in a certain sum for any product soever this guarantee to be valid while we are making the initial sales. In fine, we have the strongest wish to introduce American goods into the Spanish market, but we also look for some facilities on the part of your own exporting houses. We could possibly give Havana guarantees that would be satisfactory. We shall be most happy to receive some business offers.

"We need leather for shoes; all kinds of novelties; stoves; all kinds of writing materials and supplies; catalogues; cotton; wagon builders' supplies of every kind; Dutch tiling; rubber boots and shoes; restaurant fittings and supplies; paintings, gold paints and typewriters."

For Spanish-American Trade.

E. A. Kern, Room 302, No. 43 Leonard street, New York:

"I will appreciate it if you can put me in communication with manufacturers who would appreciate the services of an A1 salesman in Latin-American countries especially Cuba, Mexico, Porto Rico and Panama, which I know thoroughly well. I control a large trade in Spanish countries, and I do not hesitate to say I can sell anything there. Now, I wish to connect with some manufacturers who want to have their goods exported to foreign countries, excepting machinery. I can sell carriages, dry goods, pianos, novelties and a thousand of other things. I can furnish A1 references from my former manufacturers and my financial agents here."

Wire Products for Scandinavia.

T. J. Wiel, 582 South Logan street, Denver, Col.:

"I would be pleased to obtain the agency for plain and barbed wire, hickory handles and other products that can be sold in Scandinavia, to which country I intend to return."

Grocery Products in Porto Rico.

Hernandes & Zarasorda, San Juan, Porto Rico:

"We are manufacturers' representatives and give special attention to grocers' lines

We will like very much to have our name given to your connections. Porto Rico interests are protected, and it is up to the American manufacturer to sell direct, as he does with any States under the American flag. Dun and other commercial agencies are able to furnish any information regarding any firm on this island."

Wading Pants and Boots.

J. S. Cock, Christiania, Norway:
"Be kind enough to put me in connection with leading manufacturers of wading pants with boot feet, and of rubber boots."

MINING

To Act as Selling Agency.

The Norfolk & Western Coal & Coke Co., incorporated recently with a capital stock of \$25,000, will wholesale coal mined on the Norfolk & Western Railroad, acting as a selling agency for operators. From 2000 to 2500 tons daily is the output involved. Wm. Shands is president and general manager; offices in the Kelley & Moyer Building, Bluefield, W. Va.

Norfolk & Western Shipments.

A statement of coal shipments during April from mines along the Norfolk & Western Railway indicates a total of 746,352 tons. Shipments were made from the Pocahontas, Tug River, Thacker, Kenova and Clinch Valley fields.

Mining Notes.

Messrs. F. M. Brown, W. H. Cochran, J. F. Clark, all of Pittsburg, Pa., and associates have incorporated the Dakota Coal & Coke Co., with a capital stock of \$200,000, to operate in Preston county, West Virginia.

The Texas & Pacific Railway is reported to have signed a contract for hauling 100,000 carloads of coke from New Orleans, La., to the Mexican border. It is stated that the haul will be via the Texas & Pacific lines to El Paso, thence via the line of the Mexican Central Railway.

TEXTILES

Correspondence relating to textile matters, especially to the cotton-mill interests of the South, and items of news about new mills or enlargements, special contracts for goods, market conditions, etc., are invited by the MANUFACTURERS' RECORD. We shall be glad to have such matters at all times, and also to have any general discussion relating to cotton matters.

The Calhoun Mills.

The Calhoun Mills of Calhoun Falls, S. C., has reorganized with James P. Gossett, president and treasurer; E. M. Lander, secretary, and W. Y. Harrison, superintendent. This management has begun to complete the plant and install the machinery, and will probably begin manufacturing with an equipment of 15,000 spindles and 400 looms, producing wide print cloth for finishing and converting. Electricity will drive the machinery. When the company originally organized it planned its building for 25,000 spindles and 600 looms, and will doubtless eventually increase to that equipment.

Roanoke Mills Co. Enlargement.

The Roanoke Mills Co. of Roanoke Rapids, N. C., has completed the erection of its weave-plant addition, which is two stories high, 100x120 feet, after plans and specifications by Fred S. Hinds of Boston, Mass. This structure has space for 450 looms, but only a portion of that equipment will be installed at first. It is understood that contract has been awarded for the machinery.

LUMBER

TO CONSERVE CYPRESS.

Suggestion That a Great Holding Company Be Formed.

[Special Cor. Manufacturers' Record.]
New Orleans, La., May 21.

Some interesting suggestions were made at the annual meeting and banquet of the Southern Cypress Manufacturers' Association, held at Grunewald Hotel here during the past two days. There was an exceptionally large attendance of members, and besides routine business the proceedings included matters of the most far-reaching character in their relations to the future of the cypress industry. It was demonstrated in the reports and speeches made that the cypress industry is in very excellent condition at this time, having been affected by the recent financial and industrial depression only to a small extent as compared with most other lines of business. President Frederic Wilbert, in fact, stated in his annual address that the association had made good progress during the year, and all the mills are running today.

The most interesting topic of discussion that developed at the meeting was contained in the speech of Mr. R. H. Downman at the banquet last evening. Mr. Downman urged the creation of a central holding company to control all the standing cypress in the United States, for the purpose of conserving the cypress supply. His idea was that an organization formed along the lines of the United States Steel Corporation might be effected, and would be of great benefit if it were to be. He thought that was the only sure method of conserving the cypress supply, which would not last beyond 12 years at the present rate of cutting. The present supply of standing cypress timber was estimated by him at about 9,000,000,000 feet. As cypress is a slow-growing tree, many of the trees now being cut having an age of over 1000 years, and it requiring at least 700 years to grow a tree that would make a good saw log, it was readily apparent that some scheme of conservation was imperative, in order to extend the life of the cypress industry. Reference was made to the movement under way to organize the holders of yellow-pine stumpage, and Mr. Downman believed a similar organization could and would be effected to take over all the timber—Louisiana and adjoining States—and control it in such a manner as to extend the life of the cypress stumpage.

The idea advocated by Mr. Downman provoked considerable discussion, and several of the largest cypress men present strongly advocated its enforcement.

Another interesting speech was delivered on the floor of the meeting when Mr. Henry Hewes of the Jeanerette Lumber & Shingle Co., Jeanerette, La., moved the appointment of a committee on reforestation and drainage of cypress swamp lands. He referred to the fact that cut-over cypress lands have been strangely neglected by owners, who until a few years ago thought so little of them that they refused to pay taxes on them and allowed them to revert to the State, which, in turn, sold them to some far-sighted individuals for a mere pittance, who will no doubt reap a rich reward for their foresight and courage. Mr. Hewes wanted the proposed committee to investigate the subject thoroughly and to gather statistics from whatever source obtainable that could be of value to the furtherance of the work, and to seek Government co-operation and assistance. As the slow growth of cypress makes it impossible to practice reforestation of that wood, experiments would have to be made with such comparatively quick-growing timber as cottonwood, tupelo gum,

juniper and willow, and it might be that investigations would demonstrate that some other and more valuable species could be found that would thrive in flooded lands. Reforestation, along with drainage and cultivation of the lands suitable for that purpose, were subjects well worthy the attention of the State and national governments, in co-operation with the owners of the lands.

The motion for the appointment of such committee having carried, President Wilbert will name the committee within a short time.

Various matters of interest to the trade were contained in other speeches and committee reports, and at the election of officers the incumbents of the previous year were re-elected.

New Plant Completed.

Replacing its plant burned last February, the L'Angeuille Lumber Co. of Marianna, Ark., has completed and put in operation a new and modern sawmill on the same site formerly occupied by the plant destroyed. The new plant is of greater capacity than the old one, and is set on a solid concrete foundation with concrete ground floors. It is constructed of gum timber and has a galvanized roofing, all the wood used in its construction being saturated and covered with a fireproof preparation. The L'Angeuille Lumber Co. operates a planing mill and box-shook factory in connection with its sawmill, and also conducts a retail lumber yard at Marianna. Its officers are Messrs. B. Miller, president and manager; Max D. Miller, vice-president; G. N. Houck, secretary, and John H. Ryan, treasurer.

Mengel Mahogany Co.

Articles of incorporation have been filed for the Mengel Mahogany Co. of Louisville, Ky., with a capital stock of \$500,000, for the purpose of taking over 35,000,000 feet of standing mahogany timber, equipment and improvements on rivers located near Axim, on the west coast of Africa, and on Ancobra and Princess rivers and their tributaries. The holdings are to be transferred from the C. C. Mengel & Bro. Company of Louisville at a reported price of \$225,000. It is stated that one-half the capital stock of the new company will be preferred stock, bearing 7 per cent. annual dividend, and the other half common stock. Besides the C. C. Mengel & Bro. Company, other incorporators of the new company are Messrs. Veeder B. Payne, C. C. Mengel, C. R. Kengel and Arthur L. Musselman.

Slack Cooperage Manufacturers.

At a meeting of the National Slack Cooperage Manufacturers' Association at St. Louis, Mo., last week a resolution was adopted favoring the amendment of the interstate commerce laws, giving shippers the right of a hearing before rates are raised by railroads. The following officers were elected: C. M. Vanaken, New York, president; R. L. Delong, St. Louis, vice-president, and J. S. Palmer, secretary and treasurer. The association adjourned to meet on November 17, 18 and 19 at Memphis, Tenn.

Mill Improvements Completed.

The Damascus Lumber Co. of Damascus, Va., which recently completed a large double-band mill at Damascus, is reported to have completed the second of two drying kilns, giving the plant a total drying capacity of 175,000 feet of lumber. Construction work on the kilns was in charge of A. B. Cook of Abingdon, Va.

Cargo for Mexican Ports.

The Beaumont Lumber Co. of Beaumont, Texas, is reported as loading a cargo of 250,000 feet of lumber for Mexi-

can ports on the Gulf of Mexico. The lumber is being furnished by the Keith Lumber Co. of Beaumont, Texas, and it is stated that a number of business men of Beaumont will take the trip for the purpose of becoming acquainted with business men and shippers at Vera Cruz, Tampico and Progreso.

Chestnut Poles Wanted.

The Carolina Electrical Co., 110 Fayetteville street, Raleigh, N. C., wants two carloads of chestnut poles 30 feet long, with six-inch tops, f. o. b. Norfolk & Western Railroad.

Lumber Notes.

Since June 30, 1907, building permits have been issued in Montgomery, Ala., to the amount of \$1,201,000, of which \$383,000 represents the expenditure on new dwellings and improvements.

The Florida East Coast Railway, H. M. Flagler, 26 Broadway, New York, president, is reported to have awarded contract to Capt. J. C. Gross of Montgomery, Ala., for pine and cypress cross-ties to the amount of about \$40,000.

COTTONSEED

Interstate Cottonseed Crushers.

About 300 members and visitors attended last week's convention at Louisville, Ky., of the Interstate Cottonseed Crushers' Association, which was welcomed formally by Governor Augustus E. Willson and Mayor James F. Grinstead. The members and visitors represented the various phases of the cottonseed industry in Alabama, Arkansas, Georgia, Indiana, Illinois, Kentucky, Louisiana, Mississippi, New York, Nebraska, North Carolina, Ohio, Oklahoma, Pennsylvania, South Carolina, Tennessee, Texas and Germany. In addition to the program noted in last week's issue of the MANUFACTURERS' RECORD, Major J. M. Carson, chief of the bureau of manufactures and statistics of the National Department of Commerce and Labor, and Dr. E. D. Boykin of the National Department of Agriculture, made addresses. Major Carson commended the spirit of co-operation that the association has shown in furthering the efforts of his bureau to extend the foreign trade in cottonseed products, and Doctor Boykin reviewed his experiments in determining the relative values of cottonseed and cottonseed meal as fertilizers. The association elected as officers for the ensuing year Messrs. H. J. Parrish of Memphis, Tenn., president; A. C. Allen of Little Rock, Ark., vice-president, and Robert Gibson of Dallas, Texas, secretary, the last named being chosen for the thirteenth time. The retiring president, Mr. L. A. Ransom of Atlanta, Ga., was presented with a \$1000 silver tea service.

Members of the governing committee of the association elected at the convention are:

Alabama—Ernest Lamar, Selma; J. M. Kyser, Albertsville.
Arkansas—J. B. Hildebrand, Little Rock; W. H. Winfield, Augusta.
Georgia—Fielding Wallace, Augusta; R. G. Riley, Albany.
Kentucky—J. J. Caffrey, Louisville; F. H. Schinpler, Louisville.
Louisiana—W. E. Jervey, New Orleans; J. C. Hamilton, Baton Rouge.
New York—John Aspegren, New York city; W. R. Cantrell, New York city.
North Carolina—T. J. Havrus, J. C. Boykin.
South Carolina—John T. Stevens, Keishan, Hartsville; H. L. Todd, Clinton.
Tennessee—Fred B. Jones, Memphis; J. H. DuBose, Memphis.
Texas—Jo W. Allison, R. L. Heflin, F. H. Bailey, J. E. Dawson.
Colorado—E. P. Eagle, Denver.

RAILROADS

[A complete record of all new railroad building in the South will be found in the Construction Department.]

NEW ROUTE FOR COAL.

Birmingham & Gulf Railway & Navigation Co. Plans Announced.

The Birmingham & Gulf Railway & Navigation Co. has filed a mortgage for \$10,000,000 at Tuscaloosa, Ala., securing 5 per cent. 50-year bonds for that amount, which will be used to carry out its extensive plans for an electric railway from Tuscaloosa to Gadsden, Ala., via Birmingham, and a barge line on the Warrior and Tombigbee rivers. The company has the Tuscaloosa Belt Railway as a nucleus for its system, having purchased that line last year. It is reported that this will be immediately improved and that the work of extension, according to the announced plans, will be fulfilled through the sale of the bonds.

With this projected railroad and the barge line it is intended to establish a new route for Alabama coal to the Gulf, Mobile being the objective port of shipment. Henry S. Thompson of New York city is president of the company. J. A. Vandegrift of Tuscaloosa and Philadelphia is general manager. The Belt Line is now operated by steam locomotives, but it will be the first section of the through road to be worked with electricity.

J. M. Dewberry, vice-president, is quoted in a report from Birmingham as saying that the conversion of the Tuscaloosa Belt Railway to an electric line, which was begun last fall, will be completed within two or three months, when construction will begin on the main line in Birmingham, working toward East Lake and Bessemer. Construction will be continued in both directions until the line is completed from Gadsden to Tuscaloosa, 170 miles, including double tracks in the Birmingham district, side-tracks, etc. The location surveys have been completed, most of the private right of way is assured, all the city franchises are obtained and money is in bank for the work. The bonds were taken by Morris Bros., bankers, of Philadelphia, and George Davidson Rogers, banker, of New York city. The Carnegie Trust Co. of New York is trustee of the mortgage.

"The entire transportation line," continued Mr. Dewberry, "is to be an electric railway from Gadsden through the Birmingham district to Tuscaloosa, and from that city by water to Mobile and New Orleans. The company will also operate steamboats on the Alabama river from Montgomery to Mobile and a line of steamers from Mobile through the Mississippi Sound to New Orleans. An option has been secured on Dauphin Island, near Mobile, for \$70,000 with the object of making that place the export terminal. The company proposes to operate altogether about 850 miles of steamboat and barge line between Tuscaloosa, Mobile and New Orleans, and also between Mobile, Selma and Montgomery. The electric railway will make connections with the principal trunk line railroads of the South."

A controlling interest in the stock of the Birmingham & Gulf Railway & Navigation Co. is held by the Tidewater Development Co., which was the initial corporation of this extensive plan. It has also secured, according to reports, about 10,000 acres of the best coal lands, which will yield over 35,000,000 tons of good steam coal, but altogether the company expects to handle the coal output of more than 100,000 acres over its line. Mr. Dewberry is president of the Tidewater Company.

The full list of officers of the Birmingham & Gulf Railway & Navigation Co. is

reported as follows: Henry S. Thompson, president, New York, N. Y.; J. M. Dewberry, vice-president, Birmingham, Ala.; George D. Rogers, secretary and treasurer, New York, N. Y.; directors, E. T. Brackett, president Adirondack Trust Co., Saratoga Springs, N. Y.; J. M. Dewberry, president Tidewater Development Co., Birmingham, Ala.; Charles C. Dickinson, president Carnegie Trust Co., New York, N. Y.; Eugene F. Enslen, cashier Jefferson County Savings Bank; Forney Johnston of Campbell & Johnston, attorneys, both of Birmingham, Ala.; F. Z. Maguire, 10 Wall street; Robert B. Moorhead, assistant secretary Carnegie Trust Co., both of New York, N. Y.; James H. Morris of Morris Bros., bankers, Philadelphia, Pa.; Geo. D. Rogers, banker, 42 Broadway; Henry S. Thompson, vice-president Globe & Rutgers Fire Insurance Co., both of New York, N. Y.; J. A. Vandegrift, president Birmingham & Gulf Construction Co., Tuscaloosa, Ala.; W. H. Woodin, vice-president American Car & Foundry Co., New York.

Recent Railroad Charters.

There have been several new railroad companies incorporated recently, including the following:

Blytheville, Leachville & Arkansas Southwestern Railway Co., which proposes to build 50 miles of line in Mississippi, Craighead and Poinsett counties, Arkansas. The line will run southwest from Blytheville, and besides Leachville will go to Lepanto; capital \$250,000. The directors are A. C. Lange, W. P. Orr and J. R. Hancock of Blytheville; R. L. McClelland of Western Springs, Ill., and William Wilms of Chicago.

Union Traction Co. of Sistersville, W. Va., to build a line from a point near the boundary of Wetzel and Marshall counties, West Virginia, to New Martinsville, Brooklyn, Paden City, Sistersville and St. Marys, W. Va.; capital \$150,000. The incorporators are H. W. McCoy, G. E. Work, S. G. Messer and R. Broadwater of Sistersville; I. D. Morgan and E. L. Robinson of New Martinsville.

Excelsior Springs & Suburban Railway Co. of Excelsior Springs, Mo., capital \$50,000, to build a line from a junction of the Chicago, Milwaukee & St. Paul Railway near Excelsior to the center of the city, two miles. The stockholders are Allen M. Bates, Hugh Wilhite and W. P. Southard of Excelsior Springs; Henry J. Arnold of Denver, Col., and John E. Lundstrain of Colorado Springs.

Joplin & Eastern Kansas Railway Co. of Joplin, Mo., capital \$500,000, which proposes to build a line from Joplin, on the Kansas City Southern and Missouri Pacific railroads, northwest to the State boundary at the intersection of Turkey creek and Spring river, 12 miles. The stockholders are R. M. Sheppard and E. D. Nix of Joplin, and Henry Rohwer, E. A. Peters and J. B. Christensen of St. Louis.

Salem, Winona & Southern Railroad Co. of Winona, Mo.; capital \$150,000. The incorporators are J. B. White, Jefferson D. Riddle, William S. McKinney and others.

Texas Northern, a New Line.

An official letter to the MANUFACTURERS' RECORD says that the Texas Northern Railway Co., Groveton, Texas, will be organized as soon as the charter, lately applied for, has been approved by the State Commission.

This company is to complete and operate the line of the Trinity County Lumber Co., construction of which was begun some months ago. The road will be finished by July 1, as there remains to be laid only about 10 miles of track. The line will be

about 36 miles long from Groveton to Lufkin, Texas, where connection will be made with the St. Louis & Southwestern Railway and the Houston East & West Texas Railway. At Groveton it will connect with Missouri, Kansas & Texas Railway. P. A. McCarthy of Lufkin, Texas, is chief engineer in charge of construction. The grading was done by C. M. McConico of the same place. This work is completed.

The officers will be D. J. Batchelder, president, 811 Wright Building, St. Louis, Mo.; J. C. Anderson, vice-president and treasurer, Groveton, Texas; J. A. Platt, secretary, also at Groveton. Messrs. Batchelder and Anderson are directors, the other members of the board being Wm. T. Joyce of Groveton, E. B. Parker, C. R. Wharton and H. M. Garwood of Houston, Texas, and L. P. Atmar of Groveton.

Mr. Joyce is president of the Trinity County Lumber Co., Mr. Anderson is vice-president and Mr. Batchelder treasurer.

Expected Merger of Electric Roads.

It is reported from Louisville, Ky., that the Louisville, Frankfort & Eastern Traction Co. will be formed to absorb the Louisville & Eastern Railway and complete its line to Shelbyville, Frankfort, Lawrenceburg, Eminence and Newcastle. It is further said that Samuel Insull of Chicago, who is prominently identified with the Southern Indiana Traction Co., the Louisville & Northern Lighting & Railway Co. and the New Albany City Railway Co., will be elected president of the new corporation; also that John C. C. Mayo of the Indianapolis & Louisville Traction Co. is likewise interested. This, it is said, will be followed by a merger of the various electric railway companies with which they are connected. The capital of the new company is to be \$2,500,000 common stock and \$750,000 of preferred. There will be \$3,500,000 of bonds.

It is further said that control of the Louisville & Eastern was obtained through the Marion Construction Co., which is building the line, and which is controlled by Davis Brown.

CARS TO UNION STATION.

Electric Railways in Washington Authorized by Congress to Extend.

Congress has finally passed a bill permitting the street railway companies of Washington, D. C., to extend their tracks to the new Union Station. Since the opening of the station six months ago railroad passengers who did not care to use cabs have been obliged to walk several blocks in going to or from the station, the nearest car line being some distance away on Delaware avenue. The provision for universal transfers was stricken from the bill, and a temporary service to the station is to be established within two months, the permanent tracks to be laid thereafter. Several extensions are provided for by the different railway companies operating near the Union Station. The bill further provides that the Interstate Commerce Commission shall supervise the street railways in the capital city.

Heavy Claims for Lost Freight.

It is announced that all the railroads east of the Mississippi river operating in the territory covered by the official classification will after July 1 refuse to receive for transportation all shipments in less than carload lots which are not plainly marked with the name of the consignee and the station, city and State of destination. It is asserted that last year the Pennsylvania Railroad east of Pittsburg paid \$342,520 for claims for goods lost in transit, an increase of 34 per cent. over 1906, and that of this amount, \$176,260

was traced to improper marking of goods by shippers.

Brinson Railway Extension Work.

The Brinson Railway has issued copies of its first mortgage, covering the \$2,250,000 of 5 per cent. bonds lately authorized, with the Savannah Trust Co. of Savannah, Ga., as trustee. The proceeds of these bonds, as heretofore stated, are to be used for paying outstanding debt, providing equipment and extending the line in the direction of Athens, Ga. The line is now built from Savannah to Springfield, Ga., 25 miles, and is being continued northwest. The distance from Savannah to Athens is about 180 miles.

Tampa Electric Improvements.

The Tampa Electric Co. of Tampa, Fla., proposes to issue \$2,000,000 of 5 per cent. 25-year bonds to improve the street railway, increase its equipment, enlarge the capacity of the power-house and to generally benefit the railway and lighting service. A meeting of the stockholders has been called for June 2 to act upon the proposition, which, it is expected, will be approved. It is contemplated to purchase high-speed cars for suburban service and to lay heavier rails.

Resumes Double-Track Work.

An officer of the Chesapeake & Ohio Railway in a letter to the MANUFACTURERS' RECORD confirms the report concerning the resumption of second-track work, and says that it is the double-tracking between St. Albans and Barboursville, W. Va., about 30 miles. There is no new work to be let. The contractors are the Rinehart & Dennis Company, Washington, D. C.; Johnson & Briggs, Richmond, Va., and J. C. Carpenter & Co., Clifton Forge, Va.

To Prevent Spreading of Rails.

A rail brace designed for use in building railroad track to prevent spreading at curves, switches and other points has been patented by Benjamin A. Fleshman and John M. Koontz of Fayetteville, W. Va. It is claimed that the brace equalizes the strain upon the rails and adds greatly to the strength of tracks. It is also asserted that the use of this device in track construction would prove economical, and, furthermore, would prevent accidents.

New Equipment.

The International & Great Northern Railroad, it is reported, is asking prices on 1250 freight cars of various types, including 500 box cars.

The Atlanta & St. Andrews Bay Railroad, it is reported, will purchase a combination baggage and mail car.

The St. Louis National Stockyards Co. has, it is reported, ordered a six-wheel switching locomotive from the American Locomotive Co.

Railroad Notes.

It is reported from Knoxville, Tenn., that construction on the first section of the Knoxville, Sevierville & Eastern Railway will begin before June 14, the bonds voted by Sevier county to the amount of \$150,000 having been declared valid. W. J. Oliver & Co. will build the line, which is designed to ultimately reach into North Carolina.

John Blair McAfee of Philadelphia has been elected president of the Norfolk & Portsmouth Traction Co., R. Lancaster Williams having declined re-election. Mr. Williams was elected chairman of the executive committee. Owing to his duties as a receiver of the Seaboard Air Line, he found himself unable to give time to the position of president of the traction company.

MECHANICAL

Southern Engine and Boiler Works.

Just as has been the case in New England and everywhere else that an indus-

for the first few years was small. The force was not large, but little advertising was done, and the proprietors depended on the merit and reputation of their work to bring them patrons. The character of the work was soon demonstrated, however,

chinery, etc. Each department is equipped with a 10-ton electric crane. Other labor-saving devices are employed throughout the different departments, which reduce the cost of production to a minimum. The Corliss engines, air compressors, feed-

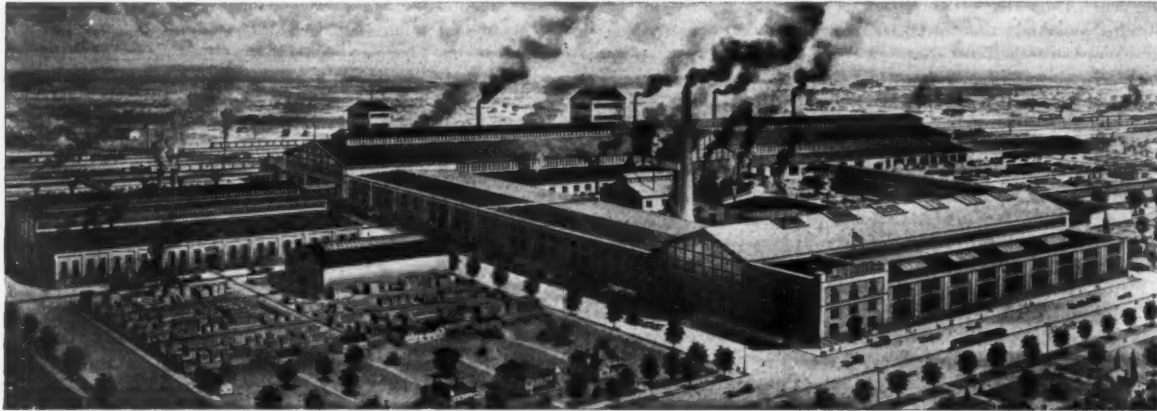
liss and automatic engines are made for either direct or belt connection to generator, and of any style to suit the conditions under which it is to be operated.

Southern boilers are made in units of 1 to 200 horse-power; in portable, semi-portable, vertical and return tubular types, all of the fire-tube construction.

Southern sawmills are made in 12 sizes ranging in capacity from 6000 to 75,000 feet per day, and the sawmill machines are made up of a line that will complete the equipment of the most modern sawmill plant.

The Southern Corliss engine is being operated extensively in large cotton mills, cotton-oil mills, planing mills, street railway and electric-light plants, etc. The engines are manufactured in a special department, ensuring quick shipments.

A superior feature of the engine is the patented inertia governor, which has achieved a reputation on account of its close regulation. The governor consists of two eccentric weights pivoted on a revolving frame and held together by a link and connected with a straight line motion so as to impart a lateral motion to a pin which is perpendicular to their plane of rotation. This pin operates the governor reach rods. The governor proper is en-



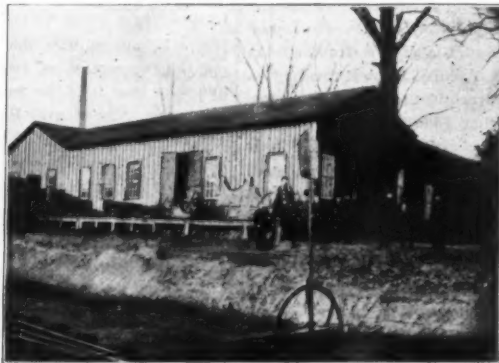
THE SOUTHERN ENGINE AND BOILER WORKS IN 1908.

trial development has occurred, in the earlier years of the history of manufacturing in the South the business was usually begun in a small way, not infrequently by the proprietor and a few assist-

and then the business began to grow, and the company now claims to have the largest and best-equipped factory of its kind in the South. The capital has been increased from \$40,000 in 1889 to a capital

water heaters, boilers, etc., used in the operation of the plant are of the company's own manufacture.

The machinery made at the Southern



THE SOUTHERN ENGINE AND BOILER WORKS IN 1889.

ants, or possibly a force whose number might be counted on the fingers. Such was the beginning of the Southern Engine and Boiler Works at Jackson, Tenn. It was established in 1884, and two accompanying

stock and undivided profits of over \$500,000 in 1908.

A visit to the plant convinces one of its completeness of equipment and ability to turn out the highest grade of work. The

works consists of a complete line of engines, boilers, air compressors, pumps, heaters, sawmills and sawmill machines. The engines are made in several types and

cased and is run at a higher speed than was possible on the old flyball type of governor. The governor acts on the impulse of the change, and the cut-off is shifted once during the change while the engine is still making the stroke, so that there is no sensible change. The sudden change in load is anticipated by the governor. An illustration of the governor is presented herewith.

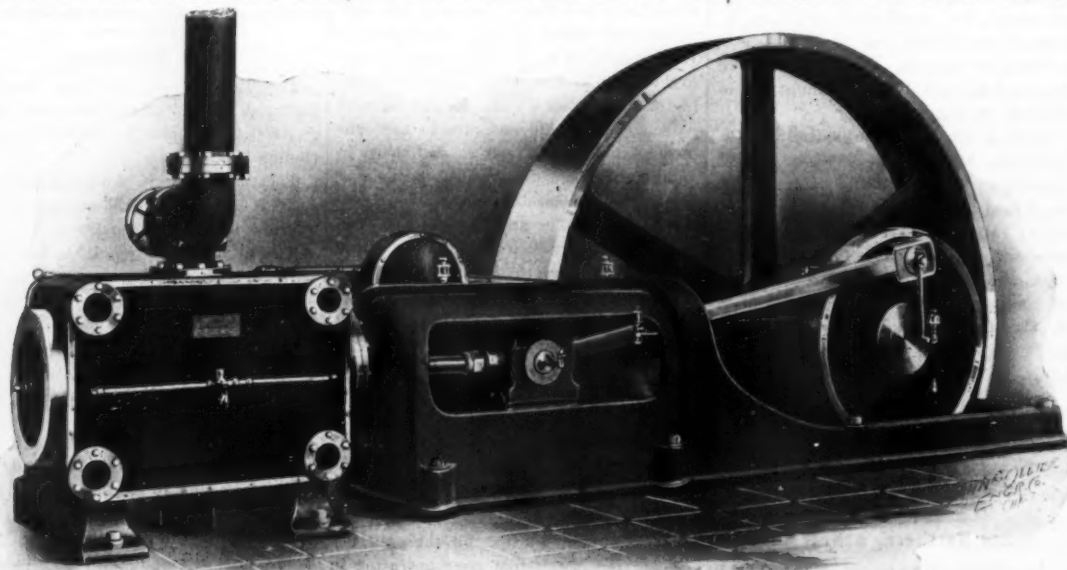
While the Southern Engine and Boiler Works is a Southern enterprise, yet its business is not confined to the Southern States. The company has won a reputation in the North and foreign fields, where it is successfully competing with other manufacturers.

Branch offices have been established in most of the Southern States, where complete stocks are carried.

The company issues a special catalogue for each of its lines.

Southern Gas Association.

The Southern Gas Association, representing lighting companies in fifty cities of the South, has been organized with Messrs. Thomas D. Miller of New Orleans, president; R. C. Congdon of Atlanta, vice-president; James Ferrier of Rome, Ga., secretary and treasurer; D. C. Williams of Nashville, Tenn.; K. L. Simms of Birmingham, Ala.; D. R. Swann of Tallahassee, Fla.; H. W. Frisbie of Salisbury, N. C.; A. B. Patterson of Meridian, Miss.; H. W. Young of Knoxville, Tenn.; J. H. Maxon of Bessemer, Ala., executive committee.



THE SOUTHERN HEAVY-DUTY CORLISS ENGINE.

illustrations show the plant in 1889 and as it is today.

At the time the Southern Engine and Boiler Works was established the demand for Southern-produced machinery was not great, so that the business of this company

plant is modern in every respect, and is equipped to handle the largest work at the minimum cost. The equipment includes a complete electric system, which lights the entire plant and operates elevators and cranes, fans, bells, labor registers, ma-

any size from 15 to 235 horse-power in the ordinary slide valve and balance valve; from 15 to 100 horse-power in the automatic valve; from 130 to 410 horse-power in the rocking valve; from 65 to 2000 horse-power in the Corliss type. The Cor-

Construction Department

TO OUR READERS!

In order to understand and follow properly the Construction Department items, please bear in mind the following statements:

EXPLANATORY

The MANUFACTURERS' RECORD seeks to give every item reported in its Construction Department by a full investigation and complete correspondence with everyone interested. But it is often impossible to do so before the item must be printed, or else its value as news. In such cases the items are always made as "rumored," "reported," and not as positive items of fact. If our readers will note these points they will see the necessity of the discrimination, and they will avoid accepting as a certainty matters that we explicitly state are uncertain or "rumored" only. We are always ready to have our attention called to any errors that may occur.

ADDRESS FULLY

To insure prompt delivery of communications about items reported in these columns, the name of one or more incorporators of a newly incorporated enterprise should be given on the letter addressed to that town, or to the town of the individual sought, as they are shown in the item, as sometimes a communication merely addressed in the corporate or official name of a newly established company or enterprise cannot be delivered by the postmaster. This will help to insure prompt delivery of your communication, although it is inevitable that some failures on the part of the postal authorities to deliver mail to new concerns will occur.

WRITE DIRECTLY

It is suggested to advertisers and readers that in communicating with individuals and firms reported in these columns, a letter written specifically about the matter reported is likely to receive quicker and surer attention than a mere circular.

BRIDGES, CULVERTS, VIADUCTS

Austin, Texas.—Travis county will vote June 23 on issuance of \$500,000 of bonds, \$357,000 of which will be used to construct bridge across Colorado river at foot of Congress street and to improve roads. Address County Commissioners. (See "Road and Street Improvements.")

Fitzgerald, Ga.—Ben Hill county will vote June 4 on \$75,000 bond issue to build bridges and other improvements. Address County Commissioners. (Previously mentioned.) (See "Road and Street Improvements.")

Durham, N. C.—Durham County Commissioners awarded contract to Carolina Construction Co., Burlington, N. C., for construction of seven reinforced-concrete bridges—two 200 feet, one 75 feet and five ranging from 15 to 20 feet in length; cost about \$14,000. (Previously mentioned.)

Kansas City, Mo.—Commercial Improvement Co., J. Logan Jones, president, contemplates beginning construction of proposed main-street viaduct within 60 days; structure will be 1320 feet long and include 15 spans; 60 feet wide, exclusive of eight-foot sidewalk on either side; approaches to be of concrete and main structure of steel; reinforced concrete floor on steel spans of viaduct with granite curb and asphalt paving; estimated cost \$133,200.

Montgomery, W. Va.—Montgomery Bridge Co. incorporated by J. W. Montgomery, G. W. Champe, George Love and others will, it is reported, soon award contract for construction of proposed bridge across Kanawha river, to cost between \$60,000 and \$70,000.

Pikeville, Ky.—Contracts for construction of iron bridge to span Levisa fork of Big Sandy river at Pikeville have, it is reported, been awarded to George S. Bock & Sons, Cincinnati, Ohio, for cement work at \$5.84 per cubic yard, and Champion Iron Co., Kenosha, Ohio, for steel work at \$11.50; two spans to be 142 feet and channel span 100 feet; cost, excluding connecting masonry, about \$22,000.

Shawnee, Okla.—M. B. Ryan Bridge Co. incorporated with \$10,000 capital stock by M.

B. Ryan, Alice A. Ryan, E. C. Standard and others.

Somerset, Ky.—Cincinnati, New Orleans & Texas Pacific Railway, H. E. Warrington, chief engineer, Cincinnati, Ohio, has plans, it is reported, for building bridges between Cincinnati, Ohio, and Somerset at cost of \$3,250,000, including bridges across Kentucky river, and also for bridges between Oakdale and Chattanooga, Tenn., at cost of \$1,300,000.

CANNING AND PACKING PLANTS

Aiken, S. C.—John M. Givens, proprietor of Palmetto Farms, has begun erection of fruit cannery under supervision of A. W. Reynolds; will have capacity of 10,000 cans daily. Machinery has been ordered. (Recently mentioned.)

Cement, Okla.—Cannery.—Chas. Beindorf is organizing company to establish cannery.

Cleveland, Tenn.—Bradley County Co-operative Co. organized with \$15,000 capital stock by J. E. Johnson, J. E. and P. B. Mayfield, E. S. Petty and others to establish peach cannery.

Decherd, Tenn.—Decherd Canning Co. incorporated with \$10,000 capital stock by L. B. Davidson, C. E. Murray, W. W. Bates and others.

Gainesville, Texas.—Gainesville Canning Co. organized to establish cannery recently mentioned; will erect wooden building costing \$2000 and install machinery costing \$6000; daily capacity 20,000 cans.

Griffin, Ga.—A. F. Gossett, C. B. Prothro and C. H. Westbrook will establish peach cannery.

CLAYWORKING PLANTS

Aiken County, South Carolina.—Clay Products Manufacturing Co., East Liverpool, Ohio, has purchased 160 acres of kaolin lands in Aiken county at about \$30,000, and will establish plant for manufacturing vitrified and ornamental brick, sewer pipe, terra-cotta pipe and plain and ornamental chinaware.

Alvin, Texas.—Alvin Brick Co. will probably be name of company to operate kaolin brick plant being established by E. B. Hill; J. M. Matchett, St. Louis, Mo., engineer; no machinery needed. (Recently mentioned.)

COAL MINES AND COKE OVENS

Barboursville, Ky.—Interstate Coal Co. of Bristol, Va.—Tenn., has purchased for \$60,000 and will develop an extensive coal-land tract near Barboursville. (Previously referred to.)

Birmingham, Ala.—Clear Creek Coal Co. is correct title of company lately noted incorporated; has capital stock of \$30,000, and will develop 2500 acres of coal lands in Winston county as soon as railway connections are secured. P. Byrne, 1909 1/2 First avenue, is manager.

Charleston, W. Va.—Poca Coal Land Co. incorporated with \$300,000 capital stock by G. S. Harah, W. W. Parshall, R. E. Umbel and others.

Columbia, Mo.—Edwards Brick Co. is sinking shaft and will develop coal mines.

Falleston (not a postoffice), Ala.—Back Coal Co. (lately reported incorporated at Birmingham) proposes to lease and develop Pratt-Cahaba Coal Co.'s property near Falleston; 200 acres of land included; plan is to install equipment for daily output of 250 to 300 tons at first; John M. Cartwright, secretary, 220 21st street, Birmingham, Ala.

Fort Worth, Texas.—Thurber Coal Co., Edgar L. Marston, president, New York, N. Y., contemplates, it is reported, developing new mines in Texas.

Friendsville, Md.—Penn Garrett Coal Mining Co. has changed name to Western Maryland Coal & Coke Co. and increased capital stock to \$2,000,000.

Middlesboro, Ky.—Balsdon Coal Co. has leased 1000 acres and will expend \$40,000 in developing lignite mines. Shaker screen will be installed.

Pineville, Ky.—Central Coal Co., recently reported incorporated, purchased and will develop 100 acres of coal land in Straight Creek field; now arranging to install mining plant; capital stock \$16,000; Job Jones, president; W. L. Stallworth, vice-president; H. H. Fuson, secretary; W. G. Chelf, manager.

Poteau, Okla.—McGregor Coal Co., recently incorporated with \$15,000 capital, will develop 140 acres of coal land; present daily capacity, two carloads, and to be doubled soon; has

expended \$5000 for plant and development; M. G. McGregor, president, general manager and engineer; Arthur Stout, vice-president; I. P. Clark, secretary; E. E. Daniel, treasurer.

Preston County, West Virginia.—Dakota Coal & Coke Co. incorporated with \$300,000 capital stock by F. M. Brown, W. H. Cochran, J. F. Clark, all of Pittsburg, Pa., and others.

Trosper, Ky.—Hiram Jones, H. L. Biggs and others have leased coal lands from Trosper Coal Co. and will make improvements.

COTTON COMPRESSES AND GINS

Brookland, Ark.—Farmers' Union Gin, Mill & Warehouse Co. incorporated by A. E. Robinson, John H. Moreland, T. C. Cole and others.

Crowley, La.—Crowley Gin Co., organized by O. Dore, W. E. Lawson, J. G. Medlenka, T. J. Toler and others, has secured building which will be improved and equipped with two-stand cotton gin, to be operated by 50-horse-power gasoline engine; machinery is being received. (Previously mentioned.)

Davenport, Okla.—Davenport Farmers' Union will erect cotton gin.

Mack, P. O. Ripley, Tenn.—Mack Gin & Mill Co. incorporated with \$5000 capital stock by G. J. Hutcheson, John T. Garner, J. A. Hutcheson and others.

Marletta, Okla.—Robinson Gin Co., recently reported incorporated, will establish plant with capacity of 50 bales daily; will erect one-story building, 74x20 feet; cost of building, \$3000; cost of machinery, \$6000; A. P. Busby, architect; Joe E. Robinson, manager.

Mexia, Texas.—Walter Jackson will erect cotton gin.

COTTONSEED-OIL MILLS

Searcy, Ark.—Searcy Cotton Oil Co. contemplates expending \$30,000 to improve plant.

ELECTRIC-LIGHT AND POWER PLANTS

Abbeville, S. C.—City will vote June 3 on \$25,000 bond issue to purchase and rebuild Abbeville Light & Power Co.'s plant; J. L. McMillan, Mayor. (Recently mentioned.)

Arcola, Mo.—Kansas City & Springfield Southern Railway, C. C. McFann, Nevada, Mo., general manager, will build power station to furnish electricity for railway.

Baltimore, Md.—United Amusement Co., Continental Trust Building, awarded contract to Consolidated Gas, Electric Light & Power Co., Continental Building, Baltimore, for lighting park, furnishing 40,000 incandescent lamps; current will be supplied from Westport power-house; substation will be erected in park.

Carrollton, Miss.—City will receive bids June 15 for construction of electric-light plant recently mentioned; plans and specifications on file; engineer in charge, R. C. Huston, New Orleans, La.; W. H. Hafner, Mayor. (See "Machinery Wanted.")

Carthage, Tenn.—City is considering installation of electric-light plant. Address The Mayor.

Danville, Va.—City contemplates construction of new central electric plant at cost of \$150,000; Frank Talbott, superintendent water, gas and electric departments.

Daytona, Fla.—Estate of Adam Schantz has applied for extension of franchise for electric-light plant; plans by S. H. Gove, contractor, Daytona.

Daytona, Fla.—City proposes to construct water-works to cost \$50,000, probably in connection with electric-light plant burned recently. D. D. Rogers, City Engineer, has prepared plans.

Laurel, Md.—City has voted \$15,000 of bonds for installing electric-light plant. Address The Mayor. (Recently mentioned.)

Little Rock, Ark.—J. W. Bleidt, City Electrician, will prepare plans for \$40,000 electric-light plant capable of supplying 750 arc lights; 450-horse-power steam turbine, costing about \$16,000, will be installed.

Louisiana, Mo.—Louisiana Light, Power & Traction Co., F. E. Murray, secretary, Louisiana, contemplates erecting repair shop and electric power-house at Louisiana.

Oklahoma City, Okla.—Gas & Electric Co. will, it is reported, expend about \$300,000 in extension of electric system and gas mains; A. S. Huey, general manager, Chicago, Ill. (Mentioned in April.)

Oxford, Miss.—University of Mississippi accepted plans by Mr. Prout of Memphis, Tenn., for power plant, including light and heat. Building committee is composed of D. M. Kimbrough and others. (See "Schools.")

Pulaski, Tenn.—J. H. Ragsdale and associates contemplate development of water-power on Elk river to supply power for lighting, etc., to Pulaski and other towns.

Salisbury, N. C.—Southern Power Co., Charlotte, N. C., will construct electric system in Salisbury and furnish power; it is planned to build power station in conjunction with Salisbury & Spencer Railway Co., costing about \$30,000.

Spartanburg, S. C.—The Electric Power & Manufacturing Co. awarded contract to Edward Dearman of Lynchburg for erection of distributing plant building, to be of brick and cost about \$6000.

Tampa, Fla.—Tampa Electric Co. contemplates issuing \$2,000,000 of bonds to be used for improving electric-lighting system and increasing capacity of power plant.

Taylor, Texas.—Citizens' Light & Power Co., T. W. Marse, president, which succeeds Taylor Electric Light Co., awarded contract for brick and stone work on building it will erect to L. M. Lee, and for wood work to S. F. Evers & Son, both of Taylor; structure will be 50x70 feet and cost about \$5000; dynamo and other equipment, costing about \$40,000, will be installed about September 1.

Thurmont, Md.—F. C. Perkins has franchise to erect power plant and furnish city with electric lights; Thomas Penniman of Penniman & Fairman and Walter Allee, civil engineer, both of 411 National Marine Bank Building, Baltimore, Md., have made preliminary surveys.

Vicksburg, Miss.—Vicksburg Lighting Co. incorporated with \$10,000 capital stock by J. W. Caswell, W. B. Moorman and S. S. Bullis to take over lighting plant of Vicksburg Railway & Light Co.; will continue city lighting; equipment will be installed, including new unit and stokers and condensing outfit for boilers now in use; J. H. Pallister, chief engineer; W. B. Moorman will be manager. (Recently noted purchased by Bullis Company.)

FLOUR, GRIST AND MEAL MILLS

Altus, Okla.—Alfalfa Milling Co. incorporated with \$40,000 capital stock; will construct large alfalfa mill.

Hopkinsville, Ky.—Hopkinsville Milling Co. incorporated with \$300,000 capital stock by James West, W. E. Cooper, R. A. Rogers and others; to take over Crescent Milling Co. and Climax Milling Co.; combined daily capacity, 1000 barrels of flour.

Kansas City, Mo.—Kornalfalfa Feed Milling Co., recently noted to establish mill, is erecting reinforced concrete mill building near Centropolis (suburb); three stories, with storage bins for corn, oats and alfalfa meal; 80-car warehouse is also being erected; Eschmuller Engineering Co., St. Louis, Mo., engineer and architect; will manufacture crushed feed from straight grains and alfalfa; daily capacity 10 cars; J. W. Anderson, president and general manager; Roscoe Reyburn, vice-president; R. W. Morrison, secretary and treasurer; office address, 308 Commerce Building, Kansas City.

Martinsburg, W. Va.—C. A. Wolford will install water-wheel outfit purchased from W. H. Helston Mill Construction Co. of Martinsburg; will also refit sawmill. (Recently incorrectly noted.)

FOUNDRY AND MACHINE PLANTS

Albany, Ga.—Albany Foundry & Machine Works organized and leased plant of Bacon Equipment Co.

Austin, Texas.—Gasoline Engine.—Tops Foundry Co. has purchased old municipal water plant at \$2550 and will use it for extension of present gasoline-engine plant.

Baltimore, Md.—Consolidated Gas, Electric Light & Power Co., Lexington and Liberty streets, states it does not contemplate any addition to its Monument-street shop.

Cape Girardeau, Mo.—Iron.—Cape Girardeau Smelting & Manufacturing Co. incorporated with \$150,000 capital stock by H. M. Leonard, M. D. Wilhite, A. R. Ponder and others.

El Reno, Okla.—Automobile Works.—W. R. C. Auto Works (Edward Wright, W. R. Roberts and George W. Compton) contemplates incorporating stock company and building new automobile factory.

Knoxville, Tenn.—Machinery and Supplies.—W. J. Savage Co. incorporated with \$75,000 capital stock by W. J. Savage, J. Allen Smith, H. M. Johnston and others, to succeed W. J. Savage & Co., manufacturers of flour and other machinery.

Shelbyville, Tenn.—Machinery.—Charles Huggins and associates are erecting building and will equip to repair and manufacture machinery.

Wilson, N. C.—Machinery.—Enterprise Machine Co. incorporated with \$25,000 capital stock by B. G. Paschall, R. W. Gadd and W. A. Smith.

Winston-Salem, N. C.—Castings, etc.—R. W. Hutchings and W. J. Stempson have purchased Angelo Bros' foundry and will operate as the Piedmont Foundry Co.; it is proposed to install machine shop.

GAS AND OIL DEVELOPMENTS

Buckhannon, W. Va.—Gilmer Oil & Gas Co. incorporated with \$100,000 capital stock by V. S. Lynch, F. L. Lynch, G. A. Lynch and others. (See "Machinery Wanted.")

Corbin, Ky.—Cumberland Natural Gas Co. of Barbourville, Ky., plans to install system for distributing natural gas in Corbin; to pipe from Knox county fields.

Vinita, Okla.—Lake Oil & Gas Co. incorporated with \$25,000 capital stock by Lemuel W. Marks and Eliza L. Orr of Vinita and E. L. Orr of Chelsea, Okla.

ICE AND COLD-STORAGE PLANTS

Burkeville, Va.—Burkeville Co-operative Creamery Association, T. O. Sandy, president, recently reported incorporated, will establish ice plant in connection with creamery.

IRON AND STEEL PLANTS

Birmingham, Ala.—Iron Furnace.—Sloss-Sheffield Steel & Iron Co., J. C. Mahen, president, Woodward Building, has blown in No. 2 furnace; daily capacity, 200 tons.

Charles Town, W. Va.—C. L. Robinson & Co. will rebuild ice plant recently reported burned; architect, William Watkins, Charles Town; building to be frame, 40x100 feet; cost not determined; 20-ton ice machine, supplied by Frick Company, Waynesboro, Pa., will be installed. (See "Machinery Wanted.")

Guthrie, Okla.—El Reno Wholesale Produce & Cold Storage Co. incorporated with \$100,000 capital stock by A. E. Shinn, A. H. Knox, Stanley South and others, all of El Reno.

Kansas City, Mo.—W. F. Lyons, 517 Bryant Building, will build ice plant, as lately reported; building to be 160x390 feet and cost \$55,000; machinery to have daily capacity of 100 tons and cost \$70,000; equipment will include two 100-kilowatt direct-connected generators, which have not been purchased. C. E. Sample is engineer in charge; A. B. Anderson, architect in charge; both of Kansas City. (See "Machinery Wanted.")

Nixon (not a postoffice), Texas.—J. Norton, Louisville, Ky., will establish ice plant at Nixon.

Sublime, Texas.—William Waytik contemplates erection of ice plant.

St. Louis, Mo.—National Freezing Co. incorporated with \$15,000 capital stock by Peter Petersen, Otto Thomas and Christian Steiner to operate devices for freezing liquids.

Wheeling, W. Va.—John Wenzel Company will build cold-storage room addition, as noted recently; 76x100 feet; cost of building \$15,000; cost of machinery \$10,000; engineer in charge, Baltzer Klotz, 4320 Wood street.

LUMBER-MANUFACTURING PLANTS

Abingdon, Va.—Buckley Lumber Co. incorporated with \$10,000 capital stock; F. B. Hurt, president; S. F. Hurt, secretary; J. K. Buckley, treasurer.

Bartlesville, Okla.—Kidd & Bailey Lumber Co. incorporated with \$10,000 capital stock by W. A. Kidd, C. E. Bailey and A. E. Dwell.

Chicopee Station, P. O. Van Buren, Mo.—Chicopee Lumber Co. incorporated with \$20,000 capital stock; president, Frank P. Webb; vice-president, T. N. Cotton; treasurer, J. J. Holland; secretary, J. M. Carnahan; general manager, J. F. McSpadden; will erect two-story frame building, 40x100 feet, at cost of \$1500; cost of machinery \$2500; capacity, 25,000 feet daily; office, Van Buren, Mo.

Collins, Miss.—Kola Lumber Co. will rebuild burnt lumber plant.

Davis, W. Va.—E. J. Hoover has purchased 480 acres of timber land, estimated to cut

3,000,000 feet, in Canaan valley, near Davis, and will develop.

Jefferson City, Mo.—Jefferson City Lumber Co. incorporated with \$20,000 capital stock by Edward Holtschneider, Fred Wolff and Clara Holtschneider.

Martinsburg, W. Va.—C. A. Wolford will refit sawmill in connection with installation of water-wheel. (See "Flour, Grist and Meal Mills.")

Oklahoma City, Okla.—J. B. Veeder Lumber Co. incorporated with \$25,000 capital stock by E. V. Remington, Oklahoma City, and John B. Veeder and L. A. Bristol, Morganton, N. C.

Poors Knob, N. C.—W. C. Meadows Mill Co. incorporated with \$30,000 capital stock by W. C. Meadows, F. D. Meadows and R. L. Doughton.

San Antonio, Texas.—San Antonio Lumber Co. incorporated with \$10,000 capital stock by Bernard Brown, J. H. Schroeder and Sam Harrison.

St. Louis, Mo.—Sachs-Richter Realty & Lumber Co. incorporated by Gustav Richter, Edgar W. Jacobs and H. Greensfelder.

Talabina, Okla.—Fayetteville Lumber Co. has awarded contract for construction of proposed office building.

MINING

Aiken County, S. C.—Kaolin-Clay Products Manufacturing Co., East Liverpool, Ohio, has purchased at \$30,000 and will develop 160 acres of kaolin lands in Aiken county. (See "Clayworking Plants.")

Ardmore, Okla.—J. H. Galbraith, Pittsburg, Pa., and J. C. Lewis, Webb City, Mo., have leased zinc and lead mining property near Ardmore and will undertake development; plan to establish smelter.

Carthage, Mo.—Lead, etc.—Ralph Corbin, Joplin, Mo., and associates have secured lease at Carthage and will install 200-ton mill and two 12-inch pumps.

Joplin, Mo.—Prosperity Land & Mining Co. incorporated with \$25,000 capital stock by Thomas Douglas, J. J. Anderson and Thomas McCloskey.

Joplin, Mo.—Sunlight Mining Co. incorporated with \$50,000 capital stock by Paul Delaney, John E. Wagner, C. G. Sain and others.

Kansas City, Mo.—J. T. Robinson Mining Co. incorporated with \$48,000 capital stock by James T. Robinson, I. S. Newell and Leah Newell.

Roanoke, Va.—Granite.—Sunnyside Granite Co. incorporated with \$25,000 capital stock; C. M. Armes, president; F. L. Temple, vice-president; F. M. Mahood, secretary and treasurer.

Rutherford County, N. C.—Gold.—War-Eagle Hydraulic Mining Co., recently reported incorporated, will develop gold mines in Rutherford county, North Carolina; Dr. T. C. Stone, president; Henry Briggs, vice-president; Dr. E. W. Carpenter, secretary and treasurer, and E. L. Laisance, general manager, all of Greenville, S. C.

MISCELLANEOUS CONSTRUCTION WORK

Argenta, Indian Station, Little Rock, Ark. Drainage.—Burke & Joseph of Little Rock have contract at about \$35,000 to drain Dark Hollow, comprising 2200 acres, in improvement district No. 1 of Pulaski county; concrete conduit eight feet in diameter, and at places 28 feet beneath surface of ground, will be laid from Arkansas river on line directly east of Choctaw addition to Argenta, distance of one-half mile north; system of open ditches extending over entire tract will connect with conduit; ditches will be dug by dredgeboats; Lund & Hill, engineers, Little Rock, prepared plans and specifications.

Barstow, Texas.—Irrigation.—Southwestern Irrigated Realty Co. incorporated with \$100,000 capital stock by George L. Williams, Chase Morsey and Leonard M. Settle, all of St. Louis, Mo.; has secured 15,000 acres of land at Barstow and Pecos, Texas, having 152 miles of irrigation canals, and will probably extend drainage system.

Dickenson County, Virginia.—Dam.—Yellow Poplar Lumber Co. contemplates constructing splash dam across Russell fork of Levisa fork of Big Sandy river, in Dickenson county. Address company care of Albert M. Campbell, Assistant Engineer, U. S. Engineer office, Louisa, Ky.

Fort Screven, Ga.—Wharf.—Government is planning erection of dock on reservation at Fort Screven; steel piling and framework; boardwalk; building on outer end; cost about \$17,000; Col. Dan C. Kingman is in charge of local U. S. Engineering Corps.

Galveston, Texas.—Wharf.—E. B. Holman, inspector in charge of immigration district, awarded contract to Charles Funk of Galveston for construction of wharf for Government immigration station; structure will be 100 feet long and 25 feet wide, with approach connecting wharf with land 75 feet long and 25 feet wide; in center will be sunken incline; piling will vary in length from 36 feet near shore to 56 feet at wharf proper; construction work will be in charge of Capt. J. C. Oakes, U. S. Engineer for Galveston district.

Houston, Texas.—Loading Slips.—City will build two loading slips, 200 feet wide and 600 feet, ultimately, in length, on its strip of 171 acres on turning basin on ship channel; tentative plans are being prepared by City Engineer. Address The Mayor.

Jackson, Miss.—Drainage.—Tallahatchie Drainage Commission has engaged T. G. Dabney, engineer, Clarksdale, Miss., to supervise drainage of 50,000 acres of land in Mississippi-delta region; three surveying corps of engineers will begin work at once in Cold-water basin, Tallahatchie-river basin and Kenney and Brown Dowd Lake basin. Commission has authorized loan of \$40,000 for prompt commencement of work.

Memphis, Tenn.—Levee Work.—Mississippi River Commission, First and Second districts, will award contract June 16 for 540,000 cubic yards of levee work in upper and lower St. Francis levee districts; William D. Connor, Captain, Engineers. (See "Machinery Wanted.")

New Orleans, La.—Land Reclamation.—Atchafalaya Land Co., Ltd., incorporated with \$50,000 capital stock by Edward Wisner and J. M. and M. A. Dresser to reclaim swamp lands in Louisiana.

Port Picken (not a postoffice), Fla.—Seawall.—Brewster & Jones, Birmingham, Ala., are lowest bidders at \$236,000 for construction of seawall at Port Picken; 6150 feet long, 11 feet high, 13 feet thick at bottom and 5 feet thick at top; concrete construction; rip-rap of granite blocks will extend out about 25 feet from wall; 17,700,000 tons of material estimated to be required; will be placed on two rows of sheet piling. Another contract soon to be awarded is for construction of boardwalk 3500 feet long and 6 feet wide; H. B. Ferguson, Captain, Engineers, U. S. Engineer Office, Montgomery, Ala.

San Angelo, Texas.—Dam.—Gulf, Colorado & Santa Fe Railway, C. F. W. Felt, chief engineer, Galveston, Texas, contemplates, it is reported, constructing concrete dam across North Concho river at San Angelo.

Velasco, Texas.—Wharves.—Trinity & Brazos Valley Railroad, J. C. Tolman, chief engineer, is reported to erect wharves.

MISCELLANEOUS ENTERPRISES

Anahuac, Texas.—Printing.—Progress Printing Co. incorporated by Anson Miller, Harry Weimar, B. R. Garland and others.

Atlanta, Ga.—Land Improvement.—Syndicate composed of Asa Candler, Preston S. Arkwright and Forrest and George Adair purchased 1492 acres of land and will make improvements; building lots will be laid off, gas and water mains laid and 80-foot boulevard completed.

Augusta, Ga.—Abattoir.—Bryan Lawrence, E. H. Hile and others will organize company to build abattoir.

Baltimore, Md.—Land Improvement.—Gwynn Oak Co. incorporated with \$10,000 capital stock; has purchased 55 acres of land on Gwynn Oak avenue, which it will subdivide and improve; surveys, etc., are being made by S. J. Martenet & Co., 18 East Lexington street, Baltimore. President is Allan L. Carter of Resinol Chemical Co., 517 West Lombard street; secretary, John R. Smith, 213 Courtland street, where company's offices are.

Baltimore, Md.—Publishing.—Society Publishing Co. incorporated with \$15,000 capital stock by George L. Mattingly, 608-609 Hoffman Building; Wm. S. Carr, 11 East Lexington street, and others.

Baltimore, Md.—Machinery, etc.—George E. Hobbs Iron Co. incorporated with \$10,000 capital stock to deal in machinery, iron, etc., by George E. Hobbs, 43 Gunther Building; George A. McCauley, Jacob Noll and others.

Baltimore, Md.—Land Improvement.—Green Spring Park Co. incorporated with \$10,000 capital stock by Joseph K. Hays, 305 St. Paul street; Thos. R. Bond, 619-21 Galtier Estate Building, and others.

Baltimore, Md.—Land Improvement.—William Penrose, 309 St. Paul street, and associates purchased land near Oriole Park, bordering about 400 feet on both Guilford avenue and Barclay street and about 530 feet on 28th and 29th streets, which will be improved

with residences; reported purchase price, \$70,000.

Chattanooga, Tenn.—Hardware.—Vick & Jennings Hardware Co. incorporated with \$10,000 capital stock by William A. Vick, E. P. Jennings, Clarence B. Smith and others.

Dallas, Texas.—Elevators.—Dallas Elevator Co. incorporated with \$30,000 capital stock by J. R. Dawkins, Ben Hill, S. O. Scott and J. W. Webb.

Frederick, Okla.—Hardware.—Massie-Kelley Hardware Co. incorporated with \$6000 capital stock by Robert Cole, Sam Kelly and others.

Ganado, Texas.—Storage.—Farmers & Millers' Storage Co. incorporated with \$9000 capital stock by C. W. McCollister, H. H. Pound and H. B. Allen.

Hickory, N. C.—Seeds.—Hickory Seed Co. incorporated with \$20,000 capital stock by R. O. Abernethy, W. J. Shuford, L. R. Stricker and Adrian L. Shuford.

Iberville, La.—Planting.—Auguste Levert Planting Co., Ltd., incorporated with \$40,000 capital stock; Auguste Levert, president; Sidney A. Levert, vice-president; Octave H. Levert, secretary and treasurer.

Jacksonville, Fla.—Grain Elevator.—J. H. Durkee will erect grain elevator with storage capacity of 5000 bushels in connection with warehouse and office building recently mentioned; T. J. Brown of Jacksonville, contractor.

Kansas City, Mo.—Cleaning and Dyeing.—Enterprise Cleaners & Dyers' Co. incorporated with \$10,000 capital stock by Fred C. Hathaway and others.

Lake Charles, La.—Land Improvement.—Hill-Mount Land Co. incorporated with \$50,000 capital stock; Irwin Miller, president; F. M. Fuller, vice-president; J. M. Rollosson, treasurer; F. A. Rollosson, secretary.

Louisville, Ky.—Contracting.—Southern Asphaltoline Road Co. incorporated with \$20,000 capital stock by James S. Warner, Lewis O'Donnell, Arthur Stein and R. B. Tyler.

Mack, Postoffice Ripley, Tenn.—Supplies.—Mack Supply Co. incorporated with \$10,000 capital stock by G. J. Hutcheson, J. A. Hutcheson, John T. Garner and others.

Manassas, Va.—Publishing.—The Manassas National Publishing Co. incorporated with \$15,000 capital stock; H. W. Moran, president; G. R. Ratcliff, treasurer; D. R. Lewis, secretary.

Northwillesboro, N. C.—Land Improvement.—Finley Real Estate Co. incorporated with \$100,000 capital stock by J. R. Finley, Ellen E. Finley, Walter W. Finley and J. T. Finley.

Oklahoma City, Okla.—Ford & Dunn Strengthening Co. incorporated with \$150,000 capital stock by Frank R. Ford, Archibald Dana and C. O. Burge.

Parkersburg, W. Va.—Contracting.—Castrel Construction Co. incorporated with \$5000 capital stock by Jesse L. Cramer, W. H. Wolfe, Jr., M. B. Gibbons and others.

Raleigh, N. C.—Publishing.—Agricultural Publishing Co. increased capital stock from \$10,000 to \$50,000; Clarence H. Poe, president.

Richmond, Va.—Architecture and Engineering.—C. K. Howell Co. incorporated with \$10,000 capital stock; C. K. Howell, president; R. C. Howell, vice-president; L. J. Sisson, secretary and treasurer.

Richmond, Va.—Hides and Furs.—Old Dominion Hide & Fur Co. incorporated with \$15,000 capital stock; Leon Bear, president; Benjamin Bear, vice-president; C. E. Strass, Jr., secretary and treasurer.

Salem, Va.—Laundry.—Salem Steam Laundry, N. B. Gray, president, recently reported incorporated, will erect building 30x100 feet.

Spartanburg, S. C.—Bottling Plant.—C. P. Hammond will establish bottling plant operated by gasoline engine.

St. Louis, Mo.—Mineral Water.—F. H. Kimball Water Co. incorporated with \$100,000 capital stock by Frederick H. Kimball, Charlotte F. Kimball, Joseph H. Thomas and others.

Tazewell, Va.—Furniture.—Virginia Hardwood Co. incorporated with R. P. Baer, Knickerbocker Building, Baltimore, Md., president; O. M. Thayer, Mobile, Ala., vice-president; M. S. Baer, Baltimore, Md., secretary and treasurer.

Washington, D. C.—Laundry.—Columbia Laundry Co. incorporated with \$20,000 capital stock; Clarence F. Sowers, 13 Quincy street N. W., president; S. B. Harrison of Harrison Coal Co., 2121 M street N. W., vice-president; D. K. Jackson, treasurer Frank H. Thomas Company, 717 14th street N. W., secretary and treasurer.

Waverly, Tenn.—Peanuts.—Farmers' Union Peanut Co. incorporated with \$10,000 capital stock by G. M. Daniel, Orson Denslow, J. F. Gibbons and others.

MISCELLANEOUS MANUFACTURING PLANTS

Anderson, S. C.—Gas Plant.—W. H. Harrison, Jr., Cincinnati, Ohio, has been granted franchise for gas plant recently mentioned.

Asheville, N. C.—Edw. I. Frost contemplates establishing lime plant of 100 tons capacity daily; engineer not engaged and machinery not purchased. (See "Machinery Wanted.")

Atlanta, Ga.—Guano.—Old Dominion Guano Co. incorporated with \$75,000 capital stock by William L. Peel, Robert F. Maddox and G. A. Nicholson.

Atlanta, Ga.—Bagging and Cotton Ties.—W. D. Manley, Box 862, is connected with manufacturing company contemplating installation of machinery for making over cotton ties and jute bagging for cotton bales. (See "Machinery Wanted.")

Atlanta, Ga.—Bottling, etc.—Coca-Cola Co. will improve building for store and factory at cost of \$50,000; six stories, with 14,500 feet of space on each floor; low-pressure steam heating; ordinary lighting fixtures; electric elevators, one passenger and one freight; new work fireproof; architect, Geo. E. Murphy, Candler Building, Atlanta; contractor for brick work, C. W. Bernhardt of Atlanta; contractor for steel work, American Bridge Co. of New York.

Atlanta, Ga.—Roofing, Reinforcing, etc.—Petrous Fireproofing Co., recently noted, will be incorporated with \$100,000 capital stock to manufacture roofing and reinforcing materials; will also do construction work and general contracting, building, etc.; incorporators, D. G. Zeigler, W. L. Bishop and John S. Owens.

Blackwell, Okla.—Caskets and Chemicals.—Blackwell Casket & Chemical Co. incorporated with \$25,000 capital stock by W. H. Mitchell, Blackwell; E. D. Pierce, Des Moines, Iowa, and L. L. Fullerton, Emporia, Kan.

Brownsville, Tenn.—Bottling.—Brownsville Bottling Co. incorporated by R. N. Bond, Ed Douglas, C. H. Berson and Bate Bond.

Charleston, W. Va.—Industrial Tramways.—Aerial Tramway Co., recently noted incorporated with \$1,000,000 capital stock, will install and operate aerial tramways for industrial plants; president, Dabney C. T. Davis, Jr., Charleston, W. Va.; secretary and treasurer, Staige Davis, also of Charleston; consulting engineer, Harry Frazier, Lewisburg, W. Va.; directors, L. B. Keene Claggett, Maryland Trust Building, and F. D. Brown, American Building, Baltimore, Md.

Charleston, W. Va.—Wrenches.—Company will be organized to establish wrench factory. Eugene Childs is interested.

Charleston, W. Va.—Wrenches.—Eugene Childs and Chas. E. Heller of Boston, Mass., propose organization of company with capital stock of \$300,000 to establish wrench factory at Charleston.

Chase City, Va.—Bottling Works.—Mechlenburg Mineral Springs Co. will double capacity of ginger-ale bottling plant.

Clarksburg, W. Va.—Bakery.—Citizens' Bakery Co. incorporated with \$5000 capital stock by John S. Clark, D. M. Morris, C. J. Garrett and others.

Dallas, Texas.—Wood-fiber Plaster.—Dallas Wood-Fiber Plaster Co., 740 Wilson Building, reported incorporated in April, will erect its own plant, and has purchased all the machinery needed.

Denton, Texas.—Wire Fence.—Denton Woven Wire Fence Co. incorporated with \$25,000 capital stock by M. S. Stout, G. H. Bennett, L. L. Fry and T. K. Bliewett.

Hampton, Va.—Plaster Products.—Plaster Products Co. incorporated with \$25,000 capital stock; G. W. Rowe, president; S. C. V. Sparty, vice-president; G. A. Howard, secretary and treasurer.

Harrisonville, Mo.—Condensed Milk.—Bluegrass Condensed Milk Co. incorporated with \$20,000 capital stock by James R. Peden, W. A. Douglas and others.

Hillsboro, Texas.—Gas Works.—City has granted 20-year franchise to J. P. Tarr and Thomas Ivy to establish plant for manufacturing and supplying gas.

Jonesboro, Ark.—Incubator.—W. H. Henkle, W. H. Houghton and C. B. Gregg have organized company to manufacture patented incubator.

Kanawha City, Postoffice Charleston, W. Va.—Fertilizer Factory.—New Process Fertilizer Co. (organized by D. S. Porter, Columbus, Ohio, and others) has secured factory at Kanawha City, which will be equipped for manufacturing fertilizer.

Lexington, Ky.—Gloves.—R. S. Darnaby will establish glove factory.

Macon, Ga.—Bottling.—Macon Pepsi-Cola Bottling Co. incorporated with \$10,000 capital stock and privilege of increasing to \$50,000 by C. F. Whitted and T. B. Wills of Macon and W. W. Whitted of Durham, N. C.

New Orleans, La.—Bakery.—Joseph Reuther awarded contract to Julius Koch of New Orleans for erection of two-story brick bakery.

New Orleans, La.—Vinegar Factory.—International Fruit & Vintage Co. will let contract about June 1 for factory building noted in April; plans and construction by Metropolitan Building Co., New Orleans; cost of building, \$15,000; will install machinery.

New Orleans, La.—Bakery.—Consumers' Bread & Baking Co. is having plans prepared by E. Mazerau Reynes, New Orleans, for building to cost \$75,000; 127x261 feet. (Noted in January.)

Norfolk, Va.—Toys.—Norfolk Toy & Novelty Manufacturing Co. incorporated with \$5000 capital stock by Thomas Bramberry and others.

Norfolk, Va.—Distilling.—H. G. Williams & Co., H. G. Williams, president, will erect rectifying plant.

Oklahoma City, Okla.—Gas Works.—Gas & Electric Co. contemplates, it is reported, extension of gas mains to Putnam Park and continuation of belt line around entire city; about \$200,000 to be expended on improvements, including extension of electric system; A. S. Huey, general manager, Chicago, Ill. (Mentioned in April to lay about 50 miles of gaspiping.)

Paris, Ky.—Monuments.—W. A. Wallen, Owenton, Ky., contemplates establishing monument works in Paris.

Quincy, Fla.—Stump-pulling and Manufacturing.—U. S. Steam Stump-Pulling & Manufacturing Co., Raleigh L. Beasley, manager, is establishing proposed plant. (See "Machinery Wanted.")

Richmond, Va.—Steel Brackets, etc.—B. A. Berger Manufacturing Co., 16-18 North 20th street, recently reported incorporated, will manufacture steel link brackets and steel specialties; B. A. Berger, president.

Roanoke, Va.—Awnings.—Sunnyside Awning Co., incorporated with \$25,000 capital stock, will install machinery for manufacturing awnings and tents; president, C. M. Armes; vice-president, F. L. Temple; secretary and treasurer, F. M. Mahood. (See "Machinery Wanted.")

Rome, Ga.—Overalls.—Rome Overall Co. incorporated with \$5000 and privilege of increasing to \$50,000 by M. S. Lanier, Langdon Bowie, Jr., W. C. Hoyt and others.

Rural Retreat, Va.—Tin Cans.—William H. Hushour, manufacturer of boxes and sheet-metal goods, contemplates installing machinery for manufacture of 5, 12, 15 and 50-pound tin pails and lard cans. (See "Machinery Wanted.")

Salem, Va.—James H. Smith will establish bottling works.

San Antonio, Texas.—Peanuts.—R. D. Cunningham is promoting establishment of peanut factory.

Savannah, Ga.—Food Products.—Dainty Food Folks incorporated with \$10,000 capital stock by Alfred H. Millar, Arthur Lucas, A. B. Crosby and others.

Shelbyville, Tenn.—Tin Shingles.—J. F. Galbraith will erect building and equip with machinery to manufacture patented double-lock tin shingle.

Shreveport, La.—Drugs.—West End Drug Co. incorporated with \$25,000 capital stock; C. M. Harris, president; J. D. Youngblood, vice-president; B. F. Peyton, secretary and treasurer.

Spartanburg, S. C.—Mattresses.—W. C. Allen, owner Spartanburg Mattress Factory, has secured two-story frame building, which will be equipped for manufacturing mattresses. (Plant recently reported burned.)

St. Louis, Mo.—Bottling.—Elk Bottling Co. incorporated with \$30,000 capital stock by Elsie Seltzer and Ed Ritter.

St. Louis, Mo.—Olive.—Olive Manufacturing Co. incorporated with \$200,000 capital stock by Frank L. Buchanan, W. I. Matheny, Sadie Kahn and others.

Tulsa, Okla.—Refinery.—Robert Galbreath will establish oil refinery recently reported; daily capacity 2000 barrels; plans are being made; contract not yet awarded.

Victoria, Texas.—W. T. Angell, formerly of Waco, Texas, contemplates establishing gas works for fuel purposes.

Washington, D. C.—Electrical Supplies.—Ideal Electric & Manufacturing Co. (main office in Mansfield, Ohio), recently noted to contemplate establishment of repair plant in Washington, may be addressed at Traders' Bank Building, corner 10th street and Penn-

sylvania avenue N. W.; W. Godfred Boyd, E. R. District sales manager. (Recent address incorrect.)

Winder, Ga.—Overall Factory.—E. L. Thomas contemplates establishment of shirt and overall factory. (See "Machinery Wanted.")

RAILWAY SHOPS, TERMINALS, ROUNDHOUSES, ETC.

Mobile, Ala.—Birmingham & Gulf Railway & Navigation Co. has secured an option on Dauphin Island at \$70,000; contemplate to purchase and utilize the property for deep-sea terminals. Plans involve operation of steamships from Mobile to New Orleans through Mississippi sound, Lake Borgne and Lake Borgne canal and Mississippi river; also barges from Tuscaloosa, Ala., to New Orleans, etc., for shipping Alabama coal, etc. Company is controlled by Tidewater Development Co., J. M. Dewberry, vice-president, Brown-Marx Building, Birmingham, Ala. (Previously noted.) (See "Railroad Construction.")

ROAD AND STREET IMPROVEMENTS

Austin, Texas.—Travis county will vote June 29 on \$500,000 bond issue to refund present \$143,000 of outstanding bonds and provide \$257,000 for road improvements and construction of bridge across Colorado river at foot of Congress street. Address County Commissioners.

Baltimore, Md.—City will grade, curb, gutter and pave with vitrified brick, sheet asphalt, asphalt blocks or bitulithic 24th street from Barclay street to York road and North avenue from Payson street to 12th street; contract will be awarded June 3; James H. Smith, president Commissioners for Opening Streets, Hoen Building; Eugene F. Rodgers, clerk to Board. (See "Machinery Wanted.")

Bluefield, W. Va.—Mercer county will award contract June 1 for grading and macadamizing county road two and four-tenths miles long; W. H. Coffman, chairman committee, Bluefield. (See "Machinery Wanted.")

Blountville, Tenn.—Sullivan county has postponed election for voting on \$100,000 bond issue for road construction from May 16, as recently mentioned, to June 20; R. F. Smith, County Justice.

Chattanooga, Tenn.—W. S. Beck, chairman County Board of Education, let contract at \$4680 to E. P. Norris, Dunbar avenue and Spruce street, Chattanooga, for construction of concrete walks and fence and limestone curbing.

Culpeper, Va.—Stevensburg and Catalepa Magisterial Districts of Culpeper county contemplate letting contracts for about 30 miles each of macadam roads; W. E. Coons, Clerk, Culpeper. (See "Machinery Wanted.")

Dalton, Ga.—City will vote in July on bond issue for paving, extension of sewer and water mains, and possibly public-school building; W. E. Wood, Mayor.

Dyersburg, Tenn.—City contemplates street improvements, including construction of two miles of gravel streets and same amount concrete sidewalks; M. W. Ewell, secretary Commercial Club.

Fitzgerald, Ga.—Ben Hill county will vote June 24 on \$75,000 bond issue to build roads and bridges and erect courthouse and jail. Address County Commissioners. (Previously mentioned.)

Fort Dade, Ga.—Contract will be awarded June 22 for construction of brick roads. Address Constructing Quartermaster. (See "Machinery Wanted.")

Frederick, Md.—City contemplates voting on bond issue of \$100,000 for improvements to water-works, street paving, etc.; Geo. Edward Smith, Mayor.

Hinton, W. Va.—City has begun construction of proposed street improvements to cost \$75,000; S. B. Hamer, Mayor. (Vote on bond issue of \$25,000 previously mentioned.)

Honesville, Va.—Lee county will construct 5.5 miles of macadam roads; contract will be let June 5; Robert L. Pennington, secretary Board of Supervisors. (See "Machinery Wanted.")

Houston, Texas.—Harris County Commissioners awarded contracts for 24½ miles of road paving, costing about \$275,000, as follows: W. S. Hipp of Houston at \$23,219.60, Houston and Pierce Junction road, three miles, crushed rock; at \$37,490, West Montgomery county road, five miles, crushed rock, and at \$30,823, Houston and Crosby road, two and one-half miles, reddish shell; Suderman-Dolson Company of Houston at \$54,977.66, Deepwater and LaPorte county road, nine and one-quarter miles, mud shell, and at \$30,893.30, Washington county road,

five miles, reddish shell; George F. Horton, County Engineer. (Recently mentioned.)

Montgomery, Ala.—City will pave North Court street with asphalt, brick, bitulithic or Belgian blocks; bids will be received by Robert Tait, City Treasurer, until June 15; A. R. Gilchrist, City Engineer. (See "Machinery Wanted.")

REPLIES TO LETTERS.

When anyone invites information about machinery which he wants or other things which he is seeking, it would seem that courtesy to those who comply with the request demands a brief acknowledgment, even if nothing but a postal card. On the other hand, it can hardly be expected that all of the circulars and letters sent to prospective customers, who have not specifically sought such information, should require immediate acknowledgment. THE MANUFACTURERS' RECORD sends to Northern and Western people, as well as to Southern, thousands of personally addressed letters, but it does not expect to receive replies from everybody to whom they are sent. It recognizes that it is almost impossible for some concerns to undertake to do this. It is a rule in this office to acknowledge every letter, but thousands of firms are so situated, by reason of lack of typewriting facilities, as to make this impossible. It would, however, add vastly to the pleasure and profit of doing business if, as far as possible, receivers of letters bearing on business possibilities should at least briefly acknowledge their receipt. Through correspondence of this kind acquaintanceships are made, business friendships often develop, and no man knows how much good to his own interests may result from prompt correspondence on such lines.

And in writing always mention the MANUFACTURERS' RECORD.

Regarding the advantages, to which we have alluded, accruing to manufacturers, business men and others in at least trying to reply promptly to inquiries based upon announcements made in the "Construction Department" and the "Machinery Wanted" and "Business Opportunities" columns of our issues, the Douglas Electric Construction Co., Limited, of New Orleans, La., writes:

"We are in receipt of your card entitled 'Do You Do It?' The question is easily answered by us: 'We do.' In answering all advertisements, letters regarding electrical work, etc., we always mention that we saw the mention in the MANUFACTURERS' RECORD."

Mr. E. E. Jungmichel of Walburg, Texas, writes:

"I have written to dozens of advertisers in your paper since I became a subscriber, and have not failed in a single instance to mention your paper. I don't think that I would do you or the advertiser justice if I did not do so. You may rest assured that every time I write to anyone whose advertisement I see in your paper I will mention where I have seen it."

Mr. R. H. Kelly of the Atlanta (Ga.) office of the Virginia Bridge & Iron Co. of Roanoke, Va., in the hope of interesting and advantaging other subscribers, writes:

"Regarding answers to inquiries from parties interested in various trade items reported in your publication, as stenographer for the Atlanta office of this company it is my duty to follow up the trade items of interest to us. In almost every case I enclose either a return postal card or a return stamped envelope requesting a reply, and nearly all inquiries of value are answered. For convenience in filing, etc., whenever a postal card is used the information wanted is stated in a very concise, condensed notation at the top of the card. Of course, all our inquiries do not bring forth a reply, but the majority of them do."

Does not that interest many other subscribers? And do not they find that such system is advantageous to everybody concerned?

Muskogee, Okla.—City will pave 50 miles of streets recently noted, and probably 10 miles additional, approximating 100 miles; corresponding amount of sidewalk to be constructed; Mayor and City Council in charge; L. E. Bennett, Mayor. (See "Water-Works.")

Newport, Ky.—City awarded contract for proposed street paving; brick; amount, \$50,000. Address The Mayor.

Paducah, Ky.—City will construct concrete

sidewalks, curbing and guttering on Broadway, Water street and Kentucky avenue; also for paving 10th street with vitrified brick, bitulithic or asphalt; contract will be let June 2; L. F. Kolb, secretary Board of Public Works; L. A. Washington, City Engineer. (See "Machinery Wanted.")

Paris, Texas.—City will begin construction of street improvements, for which bonds were reported voted in March; to include 9,000 yards bitulithic pavement and smaller amount of vitrified brick and bolts-dare block pavement will also be laid; Mayor, Ed H. McCullison.

Park, Station R, Knoxville, Tenn.—City has voted \$130,000 bond issue for street, sewer and fire-department improvements. Address The Mayor.

Rocky Mount, N. C.—Atlantic Bitulithic Co., Mutual Building, Richmond, Va., has contract at about \$50,000 to lay bitulithic pavements in Rocky Mount.

Rogers, Ark.—City has ordered concrete sidewalk improvements for about five blocks. C. W. Homan, Mayor.

Seguin, Texas.—Guadalupe county has issued \$25,000 of bonds for road improvements. Address County Commissioners.

Shawnee, Okla.—City will let contract May 8 for construction of street paving recently mentioned; 100,000 square yards; Frank P. Stearns, Mayor.

Stamford, Texas.—City has not determined details of proposed street improvements, but will probably pave half-mile with vitrified brick on concrete base; also install a number of culverts and permanent street crossings; L. M. Bule, Mayor.

Stanton, Ky.—Kentucky Telephone Co., recently reported incorporated, will establish telephone system; about 50-mile line; connecting Clay City, Stanton, etc.; Henry Watson of Mt. Sterling, Ky., manager. (See "Machinery Wanted.")

Tyler, Texas.—City's contemplated street improvements, for which \$10,000 of bonds were recently reported voted, will include about 4000 square yards vitrified-brick pavements, laid on five-inch concrete base, with one-inch sand cushion; 1000 yards additional paving may also be contracted; bids to be advertised; Mayor, John H. Bonner.

Victoria, Texas.—Concrete Construction Co., Houston, Texas, will soon begin laying of about 25,000 square feet of concrete sidewalks in Victoria, for which it has secured contract; C. B. Payer, manager.

Westminster, Md.—Carroll county will grade and macadamize road between Sykesville and Eldersburg, Md., distance of about three-quarters of a mile; bids will be opened June 1; George E. Benson, George W. Brown and John S. Fink, County Commissioners. See "Machinery Wanted."

SEWER CONSTRUCTION

Cape Girardeau, Mo.—City awarded contract to W. C. Mullin, Kansas City, Mo., for construction of sewer system in Sewer District No. 1; Charles F. Betten, City Clerk. Recently mentioned.)

Dallas, Texas.—City contemplates installing sewerage system for Fair Park and South Dallas; sewerage will be carried to Trinity river. Address The Mayor.

Dalton, Ga.—City contemplates extension of sewer system; W. E. Wood, Mayor. (See "Road and Street Improvements.")

Elyton, P. O. Birmingham, Ala.—City will vote May 30 on \$40,000 bond issue for construction of sewer system. Address The Mayor.

Fitzgerald, Ga.—City will vote May 24 on \$130,000 bond issue to construct sewer system and other improvements. Address The Mayor. (See "Water-works.")

Houston, Texas.—City will award contract June 15 for construction of sewer lift; H. B. Rice, Mayor. (See "Machinery Wanted.")

Murfreesboro, Tenn.—City will appeal to legislature for permission to issue from \$75,000 to \$100,000 of sewer bonds; addition to present sewer system contemplated; work to begin early in 1909; J. H. Crichtlow, Mayor.

Muskogee, Okla.—City's proposed improvements to sewer system will consist of construction of approximately five miles storm sewers, four or five feet diameter; L. E. Bennett, Mayor. (See "Water-works.")

Paris, Texas.—City contemplates construction of sanitary sewer and septic-tank system; drainage area about 200 acres; construction to begin about July 1; main outfall and lateral lines of vitrified pipe; septic tank brick and concrete blocks; Ed H. McCullison, Mayor.

Park, Station R, Knoxville, Tenn.—City has voted \$130,000 bond issue for sewer, street and fire-department improvements. Address The Mayor.

Prague, Okla.—City is contemplating sewer construction. Address The Mayor.

Purcell, Okla.—City contemplates issuance of \$22,500 for sewer construction reported in March; M. S. Robertson, City Clerk.

Rockingham, N. C.—City has awarded contract to C. Markley of Roanoke, Va., for building sewers; Gilbert C. White, engineer in charge, Durham, N. C. (Recently noted.)

San Antonio, Texas.—Election will be held July 15 for voting on issuance of \$45,000 of bonds for sewer purposes in Improvement District No. 7 on Prospect Park. Address The Mayor.

Shelby, N. C.—City will receive bids until June 22 for construction of sewer system and water-works; J. F. Tiddy, Town Clerk. (Date changed from June 1; recently mentioned. (See "Machinery Wanted.")

Spartanburg, S. C.—Spartanburg Realty Co. will lay about 12,500 feet 8 and 10-inch sewer at Converse Heights; engineers have made measurements; bids are asked. (See "Machinery Wanted.")

St. Joseph, Mo.—Council is considering ordinance providing for bond issue of \$316,000 for sewer construction; election to be held in July; W. K. Seltz, Assistant City Engineer.

Washington, D. C.—Contract will be awarded June 15 for construction of sewers; Henry B. F. Macfarland, Henry L. West and Jay J. Morrow, Commissioners, D. C. (See "Machinery Wanted.")

TELEPHONE SYSTEMS

Barney, Okla.—Barney Telephone Co. incorporated with \$10,000 capital stock by Harry O'Neal, O. J. Struble, H. E. Christler and others.

Choteau, Okla.—Choteau Telephone Co. incorporated by W. A. Crockett, C. B. Lindsey, M. E. Adkins and others.

Coalgate, Okla.—Chuka Telephone Co. incorporated by S. W. Lane of Coalgate, S. J. Murrow, Uchuka, Okla.; F. P. Reinking, Wardville, Okla., and others.

Greenville, S. C.—Southern Bell Telephone & Telegraph Co. (main office, Atlanta, Ga.) contemplates installing common battery system, laying underground wires and erecting exchange building in Greenville; cost estimated at from \$68,000 to \$100,000.

Lacrosse, Okla.—Lacrosse Telephone Co. incorporated by C. Timkin, Frank Bartell and Sam O'Dore.

Newmarket, Va.—Newmarket Telephone Co. incorporated with \$5000 capital stock; J. H. Garber, president, Newmarket, Va.; C. E. Neff, secretary and treasurer, Quicksburg, Va.

North Wilkesboro, N. C.—Horton Telephone Co. incorporated with \$5000 capital stock by W. W. Horton, J. B. Horton, W. P. Horton and Ralph Duncan.

Ozona, Tenn.—Alamo Home Telephone Co. incorporated with \$5000 capital stock by Charles T. Love, R. L. Conyers, C. A. Foster and others.

Ralston, Okla.—Big Bend Rural Telephone Co. incorporated by A. E. Williams, C. Triplett and J. B. Covert.

Shelbina, Mo.—Shelbina Telephone Co. incorporated with \$30,000 capital stock by J. H. Wood, Susan A. Wood, V. E. Durham and others.

Texola, Okla.—Walker Telephone Co. incorporated with \$10,000 capital stock by J. E. Walker, Texola, and Rhea Blossom and B. B. Walker, Shamrock, Texas.

Trezevant, Tenn.—Trezevant Telephone Co. will construct telephone system from Trezevant to Bradford.

TEXTILE MILLS

Fountain Inn, S. C.—Cotton Cloth.—Fountain Inn Manufacturing Co. awarded contract to G. H. Cutting & Co. of Worcester, Mass., for erection of additional mill and cottages; present plant to be overhauled and rearranged, including installation of 5000 spindles and 300 looms, which will increase total to 15,000 spindles and 460 looms; will operate by electricity; all contracts awarded; capital increased from \$200,000 to \$300,000. (Other details reported in April.)

WATER-WORKS

Ardmore, Okla.—City will vote June 24 on \$35,000 bond issue for extension of water-works system; improving dam at city lake. Address Mayor R. W. Dick.

Auburn, Ala.—Alabama Polytechnic Institute, Charles C. Thatch, president, recently mentioned to construct water-works, will require, it is estimated, 200 feet of eight-inch pipe, 22,000 feet six-inch pipe, 1100 feet four-inch pipe, an electrically-driven centrifugal pump and 75,000-gallon elevated tank, together with necessary valves and fire hydrants. It is planned to pipe water from Binford's Spring, about two miles distant, to college campus, erect pumping plant at springs and standpipe on college grounds; cost estimated at \$18,000.

Baltimore, Md.—Fire Board, P. W. Wilkinson, secretary, Hoen Building, will expend \$465,000 of \$1,000,000 fire loan to construct pipe line in center of city.

Brunswick, Md.—City has voted \$15,000 of bonds for construction of water-works. (Further facts recently mentioned.) Address The Mayor.

Carthage, Mo.—When bond issue of \$230,000 is placed city will construct proposed water-works system; C. B. Platt, member Board of Public Works.

Chattanooga, Tenn.—J. H. Allison, recently noted to organize company to construct water-works at Missionary Ridge, to cost about \$8000, may install small pump and gas engine and tank of 10 to 20 gallons capacity for local plant.

Concord, N. C.—City will enlarge and improve water-works; George H. Rutledge, superintendent; Gilbert C. White, surveyor in charge, Durham, N. C.

Corpus Christi, Texas.—City contemplates voting on issue of bonds for water-works; D. Reid, Mayor.

Covington, Ky.—Cities of Covington and Newport, Ky., are arranging to install 20-inch emergency main to connect separate water systems; appropriation \$32,000; W. L. Glazier, Superintendent Water-works Department, Newport. (See item "Water-works, Newport, Ky.")

Dalton, Ga.—City contemplates extension of water mains; W. E. Wood, Mayor. (See "Road and Street Improvements.")

Danville, Va.—City Water and Gas Department contemplates laying additional mains at cost of \$10,000 to \$15,000; Frank Talbott, superintendent and treasurer.

Daytona, Fla.—City proposes construction of water-works to cost \$50,000, probably in connection with electric-light plant burned recently; D. D. Rogers, City Engineer, has prepared plans.

Edgewater (Postoffice Norfolk), Va.—Norfolk County Water Co. will extend water mains to Edgewater.

Ennis, Texas.—City will construct water system recently reported; will equip with engine, boiler and steam pumps; engineer not engaged; T. H. Collier, Mayor. (See "Machinery Wanted.")

Fitzgerald, Ga.—City will vote May 24 on \$130,000 bond issue to extend water mains, construct sewer system and erect school building. Address The Mayor.

Frederick, Md.—City contemplates voting on bond issue of \$100,000 for improvements to water-works, street paving, etc.; Geo. Edward Smith, Mayor.

Greenville, Texas.—City will vote June 24 on \$65,500 bond issue to purchase water-works. Address The Mayor.

Guthrie, Okla.—City awarded contract to William Cooper, Guthrie, at \$23,541 to construct 2,000,000-gallon water filtration plant. (Recently mentioned.)

Houston, Texas.—City will open bids July 27 for purchase and installation of 15,000-gallon pump at water station; estimated cost \$65,000; H. B. Rice, Mayor. (See "Machinery Wanted.") (Mentioned in April.)

Muskogee, Okla.—City will make water-works improvements recently noted; 24-inch main will be laid; 25,160 feet from pump station to standpipe; river pump of 4,000,000 gallons capacity every 24 hours will be installed; settling basin of 3,000,000 gallons capacity will be erected; filters of at least 3,000,000 capacity; Mayor and City Council in charge of this and other improvements to be made to amount of \$4,000,000; L. E. Bennett, Mayor. (See "Road and Street Improvements," "Sewer Construction" and "Schools.")

Newport, Ky.—Cities of Newport and Covington, Ky., are arranging to install 20-inch emergency main to connect separate water systems; appropriation \$32,000. Newport has rebuilt pumping machine, recently partially destroyed by fire, and has contracted for construction of building; bond issue of \$100,000 is contemplated for additional pumping machinery and additional main from reservoir to city; W. L. Glazier, Superintendent Water-works Department, Newport. (See "Covington, Ky.")

Parkersburg, W. Va.—Water-Works Commission awarded contract to Pressler Contracting Co. of Parkersburg for sinking three test wells to depth of from 100 to 125 feet; one well to be 12 inches in diameter and tested for capacity of 1000 gallons per minute. Chapman & Knowles of Parkersburg are making preliminary surveys.

Prague, Okla.—City is contemplating water-works construction. Address The Mayor.

Purcell, Okla.—City contemplates issuance of \$50,000 for water-works; M. S. Robertson, City Clerk.

Shelby, N. C.—City will award contract June 22 for construction of water-works and sewer system, instead of June 1, as recently mentioned; J. F. Tiddy, Town Clerk. (See "Machinery Wanted.")

Spartanburg, S. C.—Spartanburg Realty Co. contemplates instalment of water mains at Converse Heights.

Tallahassee, Fla.—City voted bonds for purchase of present water-works or installation of new system; contemplated to combine water plant and municipal electric-light plant, build power station and operate by electricity; mains to be extended. If old plant is not purchased, artesian wells to be driven and standpipe erected; engineers now making surveys; Mayor, F. C. Gilmore.

WOODWORKING PLANTS

Atlanta, Ga.—Creosoted Blocks.—Southern Wood Preserving Co. incorporated with \$25,000 by Sam E. Finley and R. H. White to manufacture patented creosoted wooden blocks for paving.

Fort Worth, Texas.—Furniture.—Fort Worth Manufacturing Co. has changed name to Hub Furniture Co. and increased capital stock from \$40,000 to \$60,000.

Knoxville, Tenn.—Furniture.—Northington Furniture Co. incorporated with \$30,000 capital stock by H. A. Northington, Wade Barler, Cyrus Simmons and others.

Louisville, Ky.—Poles, Shafts, etc.—Louisville Woodstock Co. incorporated with \$10,000 capital stock to manufacture poles, shafts, singletrucks, etc.; J. J. Bosmer, president; J. H. Stietzel, vice-president; H. Brownell, secretary and manager; Theo. F. Elbert, treasurer.

New Orleans, La.—Crates, etc.—Pointe Coupee Stave & Lumber Co. incorporated with \$15,000 capital stock by James E. Tracy, W. H. Williams, A. P. Vautrain and others.

Norfolk, Va.—Furniture.—Norfolk Furniture Manufacturing Corporation incorporated with \$50,000 capital stock; H. B. Forrest, president; S. T. Ford, secretary. Company now selling wholesale and expects to establish factory next fall; products, parlor suits, couches, mattresses, springs and metal beds.

Roanoke, Va.—Barrels.—Contract closed for establishment of slack barrel factory; site 175x50 feet; C. K. Lemon in charge.

St. Louis, Mo.—Boxes.—H. B. Poorman Box Co. incorporated with \$30,000 capital stock by Jas. T. Gill, C. F. Gill and Thos. Burke.

Wilkesboro, N. C.—Matches.—N. B. Smith, lately noted as to establish match factory, has secured machinery valued at \$25,000, and will install it for manufacturing 500 gross daily; will probably organize company with capital stock of \$40,000.

Winston-Salem, N. C.—Boxes.—Lamb-Fish Land Co., Memphis, Tenn., will establish box factory in Winston-Salem; Fogle Bros. Company of Winston-Salem has contract to erect building; brick; one story; site 70x150 feet; cost about \$5000.

BURNED

Apalachicola, Fla.—Franklin Lumber Co.'s plant.

Baltimore, Md.—Continental Jar & Bottle Stopper Co.'s plant at Calverton road and Lafayette avenue; loss about \$20,000; F. W. Waterman, manager.

Bogalusa, La.—Two-story annex of National Hotel; building owned by Great Southern Lumber Co.; loss about \$5000.

Brookhaven, Miss.—McMillan Block, owned by Mrs. G. S. McMillan; loss about \$9000.

Carrollton, Ky.—Carrollton Coal Co.'s elevator.

Cuero, Texas.—Buchel Electric Light Co.'s power-house; principal owners, Otto Buchel and William Wagner; loss about \$25,000.

Elberton, Ga.—George J. Hall's carriage repository; building owned by I. G. Swift; loss about \$8000.

Emory, Texas.—Rains county courthouse; loss \$38,000. Address County Commissioners.

Largo, Fla.—W. M. Ullmer's turpentine still.

Mayfield, Ky.—Mayfield Transfer Co.'s building; loss \$8000. Mayfield Planing Mill Co.'s planing mill; loss \$30,000.

Memphis, Tenn.—Jones & Rodgers' warehouses and grain elevator and Orgill Brothers & Co.'s warehouse; total loss about \$325,000.

Milktown, Ga.—Murrell Turpentine Co.'s plant; estimated loss \$25,000.

Mount Crawford, Va.—John H. Monger's sawmill, heading factory and lumber kiln; loss about \$3000.

Parkersburg, W. Va.—Hughes & Mullen Building; loss \$15,000.

Whiteville, N. C.—Whiteville Lumber Co.'s plant; estimated loss, \$100,000.

BUILDING NOTES

APARTMENT-HOUSES

Baltimore, Md.—William J. Ogden, Gaither Estate Building, has purchased property at 117, 119, 121 North Carey street, and will remodel as apartment-house; 102x150 feet; four stories; 16 suites, 12 with five rooms and bath and four with six rooms and bath; probably some additions will be made; McLaughlin Bros., 100 East Lexington street, Baltimore, have plans and will superintend construction.

Chattanooga, Tenn.—J. Milton Browne, 300 Bailey avenue, will erect apartment-houses at West 7th and Poplar streets; plans by Bearden & Foreman, Chamberlain Building, Chattanooga, to be ready in about two weeks; one eight-room and four six-room flats in one section; second section to have two five-room apartments on first and second floors; gas and electric lighting; 190 feet front; cost \$20,000.

Chattanooga, Tenn.—H. Bond, Times Building, is having plans prepared by D. A. Reamer, First National Bank Building, Chattanooga, for three-story brick apartment-house noted in April; building to have composition roof and hot-water or steam heat.

Chattanooga, Tenn.—Thomas Trimby, 116 East 7th street, awarded contract to Joseph Trimby, 17 News Building, Chattanooga, for erection of three-story mercantile and apartment building on East 7th street; 44x100 feet; gray brick; composition roof; plate-glass windows in stores; four apartments on second and third floors each; hot water or steam heat; construction commenced; contracts for heating and plumbing not let; cost \$10,000; architect, R. H. Hunt, James Building.

Jacksonville, Fla.—M. Q. Cohen will build apartment-house 26½x83 feet; two stories; frame; electric lighting; cost \$5000; architect, W. B. Camp of Jacksonville.

Oklahoma City, Okla.—Geo. K. Williams had plans prepared by E. A. Coady, Oklahoma City, for apartment-house recently noted; building 50x140 feet; three stories; brick and concrete; fireproof; steam and natural-gas heating; electric lighting; cost about \$30,000; not to be contracted.

Roanoke, Va.—Roanoke Apartment Corporation incorporated with \$25,000 capital stock; J. A. Gale, president; J. T. Gleaves, vice-president; P. H. Tucker, secretary and treasurer.

Savannah, Ga.—Cord Kracken awarded contract to Steinacker & Hussey, Savannah, to erect eight two-story frame apartment-houses, to cost about \$15,000; upstairs apartments to be fitted with electric device for opening front door.

St. Louis, Mo.—Stanford Investment Co. will erect apartment-house; three stories; cost \$30,000.

St. Louis, Mo.—Wm. O. Langan, 1823 Washington street, will build 12-story-and-basement apartment-house; 120x167 feet; stores on ground floor; steam-heating plant; one passenger elevator; two freight elevators; cost \$300,000; date of opening bids not set.

St. Louis, Mo.—William J. Terry Realty & Investment Co. will erect five single four and five room flats, costing \$22,500.

Washington, D. C.—Harry Wardman, builder, 1333 G street N. W., will erect two apartment-houses—one at 19th and S streets N. W., 40x90 feet, four stories; other on 21st street, 67x110 feet, three stories, 21 apartments.

Wheeling, W. Va.—John H. Winder awarded contract to Jones & McGraw, Bellaire, Ohio, for erection of double two-story frame tenement-house; plans by Chas. D. McCarty, Reilly Building, Wheeling; six rooms each side; tile foundations; slate roof; laundry; natural-gas heating; gas and electric lighting; cost \$5400.

BANK AND OFFICE BUILDINGS

Alexandria, Va.—First National Bank will award contract June 4 for erection of bank building; 40x70 feet; marble front; brick; bronze work; interior decorations; vault, hollow and ornamental terra-cotta; steel work and ornamental iron; copper roof; hot-water heat; plumbing; gas fixtures; electric wiring. Contractors estimating are Richardson & Burgess, Colorado Building; F. L. Wagner, 1211 G street, both of Washington, and J. D. Knight, Alexandria, Va.

Birmingham, Ala.—National City Bank, recently noted to erect bank building, will receive plans from R. H. Hunt of Chattanooga and other architects. Address National City Bank, care of Ben T. Head, vice-president of Citizens' Savings Bank, 2003 First avenue.

Bryson City, N. C.—Bryson City Bank & Office Building Co. incorporated with \$30,000 capital stock by D. K. Collins, T. D. Bryson, S. W. Black and others.

Chattanooga, Tenn.—C. R. Stong, 224 East Main street, awarded contract to T. S. Moody, James Building, Chattanooga, for erection of three-story brick office and store building recently mentioned; plate-glass store windows; composition roof; offices in second and third stories; stores on first; plans by Bearden & Foreman, Chamberlain Building, Chattanooga.

Chattanooga, Tenn.—First National Bank will expend about \$30,000 for proposed improvements to bank building; plans approved and contract awarded.

Jacksonville, Fla.—Atlantic National Bank is having plans prepared by Mowbray & Uffinger, 92 Liberty street, New York city, for 10-story bank and office building, to cost about \$300,000.

Kansas City, Mo.—James W. Penneck, Syracuse, N. Y., will erect office and business building in Kansas City; eight stories; site 24x130 feet; steel and terra-cotta; fronts of plate glass with terra-cotta trimmings; first and second floors to be divided into store-rooms; six upper floors into offices; cost about \$100,000; plans by Louis Curtiss, Kansas City.

Montgomery, W. Va.—Montgomery National Bank awarded contract to A. F. Withrow & Co., Charleston, W. Va., to erect bank building; front of white enameled brick, with cornice to match and trimmings of Indiana limestone.

Norfolk, Va.—Working plans are on file at Builders' Exchange, Charles and Lexington streets, Baltimore, Md., for Indiana marble and limestone building to be erected at Norfolk by Virginia Bank & Trust Co. Contractors estimating are Benjamin F. Bennett, 123 South Howard street; J. Henry Miller, 110-112 Dover street; Wells Bros. Company, Union Trust Building, and Noel Construction Co., Calvert and German streets, all of Baltimore, Md.; Richardson & Burgess, Colorado Building, Washington, D. C.; E. L. Myers, C. Parlett, John H. Pierce, George Banks, East & Hawkes and Meyer-Turpin Company, all of Norfolk.

Oklahoma City, Okla.—J. M. Owen, 17 North Robinson street, and R. A. Vose have had plans prepared by J. W. Hawk, Oklahoma City, for fireproof office building recently mentioned (under "Miscellaneous Structures"); seven stories and basement; reinforced concrete; vacuum heat; two elevators; cost \$90,000 to \$100,000; bids to be opened June 1.

Prague, Okla.—Farmers' Union State Bank will erect one-story building.

Richwood, W. Va.—First National Bank Building, recently noted to be erected, will be of brick construction; two stories; stone trimmings; 24-inch colonial columns; hot-water heat; electric and gas lighting; cost \$10,000; bids to be opened May 25; architects, Gladden & Alexander, Irwin Building, Clarksburg, W. Va.

Sapulpa, Okla.—Theodore Berryhill will erect four-story office building.

Swainsboro, Ga.—Bank of Emanuel has awarded contract at \$17,697 to Owens Building Co., Jacksonville, Fla., for proposed bank building; architect, W. B. Camp of Jacksonville.

CHURCHES

Atlanta, Ga.—Wesley Memorial Church adopted plans by George C. Thompson of Atlanta for edifice; 142x94 feet; four stories and basement; granite foundations; reddish-brown brick; cream terra-cotta trimmings; eight-foot passageway around two sides; two elevators; first and second floors will contain auditorium, with seating capacity of 3000, Sunday-school rooms, etc.; fourth floor, library, offices, etc.; \$200,000 is available; Asa G. Candler, chairman building committee. (Previously mentioned.)

Chattanooga, Tenn.—First Baptist Church will remodel edifice, expending about \$10,000; seating capacity to be increased to 1500; Sunday-school room seating capacity to be doubled; hot-water plant installed; W. J. Willingham, chairman building committee, care Willingham & Co.

Clarksville, Va.—Presbyterian church edifice, recently noted, will be erected at cost of \$6000; 45x45 feet; Sunday-school room, 20x40 feet; hot-air heating; plans by W. C. West, Richmond, Va.; Judge Henry Wood, chairman building committee.

Clifton Forge, Va.—M. E. Church, South, has not yet selected architect to prepare plans for edifice recently noted. Building will be about 75x100 feet; brick; steam heat; electric lighting; cost, completed, \$35,000; Rev. W. O. Talbert, pastor; contract probably let within 30 days; competitive bids asked. (See "Machinery Wanted.")

Columbus, Ga.—East Highlands Methodist congregation will erect edifice and parsonage; former to be of brick and cost \$10,000. Address The Pastor, East Highlands Methodist Church.

Columbus, Ga.—Christian congregation, Rev. H. W. Elder, pastor, will erect edifice; brick; cost \$5000; plans by W. T. Smith & Co., Columbus.

Dallas, Texas.—Mallalieu Methodist Episcopal Church awarded contract to Dallas Hydraulic Brick & Stone Co., Dallas, to erect 10,000 edifice; plans by C. A. Gill & Son, Dallas.

Elizabeth City, N. C.—Blackwell Memorial Church has awarded contract to J. W. Martin, Elizabeth City, to erect annex to cost \$5000. (Recently mentioned.)

Greenwood, Miss.—First Baptist Church awarded contract to S. L. McGinnis & Co., Greenwood, for erection of edifice recently mentioned; architects, C. W. Bulger & Son, Dallas, Texas; building to have hot-air heating; cost \$35,000.

St. Louis, Mo.—J. C. Robinson & Son, 910 Rector Building, Chicago, Ill., and No. 1 Madison avenue, New York, previously mentioned as lowest bidders, have received contract to erect superstructure of St. Louis Cathedral, recently noted; plans by Barnett, Haynes & Barnett, Frisco Building, St. Louis, Mo.; granite construction; 150x300 feet; cathedral completed to cost from \$3,500,000 to \$5,000,000.

Terrell, Texas.—Hughes-O'Rourke Construction Co., Dallas, Texas, has contract to erect \$15,000 chapel at North Texas Insane Asylum.

Washington, D. C.—Immanuel Baptist Church will erect edifice; stone and brick; cost \$125,000; plans by George W. Stone, 1763 Park road N. W., Washington; F. L. Averill, Union Trust Building, Washington, consulting engineer. Contracts have been awarded for excavation, concrete and brick work, and bids are being received for stone facing, steel work, electric wiring, boilers and blowers, etc.; Percy S. Foster, chairman building committee.

COURTHOUSES

Anson, Texas.—Jones county will vote June 30 on \$100,000 bond issue to erect courthouse. Address County Commissioners.

Beaumont, Texas.—Jefferson county will repair and erect two-story addition to courthouse, to contain new quarters for jury, toilets and elevator; will be connected with county jail; total expenditure \$25,000; W. H. Pope, district judge. (Mentioned in April.)

Bristol, Tenn.—Stone Bros. Company, Ltd., Hennen Building, New Orleans, will have plans ready about June 10 for courthouse noted in April; brick, stone and terra-cotta building; slate or tile roof; steam heat; electric lighting; cost \$60,000.

Canton, Miss.—H. C. Hull, 108½ South State street, Jackson, Miss., has contract for remodeling courthouse.

Fitzgerald, Ga.—Ben Hill county will vote June 4 on \$75,000 bond issue for erection of courthouse and jail and building of roads and bridges. Address County Commissioners. (Previously mentioned.)

Thomaston, Ga.—Gude & Co., Atlanta, Ga., have received contract at \$49,735 for erection of courthouse recently noted; plans by Frank P. Milburn & Co., Home Life Building, Washington, D. C.

Tulla, Texas.—Swisher county will vote August 8 on \$60,000 bond issue for erection of courthouse. Address County Commissioners.

Tuscumbia, Ala.—Colbert County Commissioners will remodel burned courthouse (lately mentioned) at cost of \$40,000 to \$50,000; architect and contractor not selected; Oscar G. Simpson, Judge of Probate.

Tyler, Texas.—Smith county will vote June 27 on \$100,000 bond issue to erect courthouse. Address County Commissioners.

DWELLINGS

Anderson, S. C.—J. Dexter Brown, recently noted to have had plans prepared by J. H. Casey of Anderson for dwelling to cost from \$10,000 to \$15,000, will purchase materials and employ foreman to superintend construction; two-story building; colonial style; electric lighting.

Argenta, Ind., Station Little Rock, Ark.—Ike Davis has had plans prepared for residence to cost about \$5000.

Baltimore, Md.—George Philip Ney, secretary-treasurer American Street Lighting Co., 831-835 Greenmount avenue, will erect residence at Park Manor; 3½ stories, with basement; 72x32 feet; revised bids on construction are being received; plans by Clarence E. Anderson, 30 East Lanvale street, Baltimore.

Baltimore, Md.—J. E. Franklin, Culver avenue, near Grindlin lane, will erect 19 two-story dwellings on Payson street, to cost \$25,000.

Baltimore, Md.—J. Leander Staup, superintendent St. Paul Realty Co., 301 St. Paul street, will erect 30 dwellings on 5th street, Walbrook; three stories; ornamental facades of press brick and cut stone; estimated cost \$90,000.

Baltimore, Md.—Edward G. Cuyler of Cuyler & Mohler, 611 William street, awarded contract to McLaughlin Bros., 100 East Lexington street, Baltimore, to erect residence at 11th street and Windsor avenue; two and one-half stories; 40x40 feet; cost about \$8000.

Baltimore, Md.—Howard M. Willis, 1028 North Gilmor street, will erect six two-story brick dwellings on Edmondson avenue to cost \$7200; 14x48 feet; six rooms and bath; hot-air heating; range; gas and electric lighting; plans and construction by H. M. Willis.

Birmingham, Ala.—Church of The Advent awarded contract to Mosser & Worthington, Birmingham, for erection of parish-house; hot-air heating; gas and electric lighting; cost \$9000.

Birmingham, Ala.—J. F. Coulborne awarded contract to T. L. Meadows, Birmingham, for erection of residence; two stories and basement; ordinary construction; cost \$5500.

Birmingham, Ala.—S. M. Day awarded contract to Stewart Building & Improvement Co., Birmingham, for erection of residence; two stories and basement; hot-air heating; gas and electric lighting; cost \$5000.

Birmingham, Ala.—W. D. Wood awarded contract to G. W. Williams for erection of residence after plans by H. D. Breeding, Birmingham; building, ordinary construction; hot-air heating; cost \$10,500.

Chattanooga, Tenn.—C. E. Bueck, 1108 Chestnut street, awarded contract to Chas. L. Lindsay, 618 North Prospect street, for remodeling frame and stucco residence on Mission Ridge; work superintended by architect, D. A. Reamer, First National Bank Building, Chattanooga; contracts for steam heating, plumbing and wiring not let; total cost, \$15,000. (Recently mentioned.)

Chattanooga, Tenn.—W. T. Temple will erect \$5000 residence on Oak street; frame and stucco, with tile roof; hot-water of steam heat; plans by Daniel A. Reamer, First National Bank Building, Chattanooga.

Chattanooga, Tenn.—F. H. Dowler awarded contract to T. B. Moody, Chattanooga, for erection of residence recently noted; plans by H. L. Huntington, 30 News Building, Chattanooga; nine-room building; brick; hot-water heating; gas and electric lighting; cost \$7500.

Cheraw, S. C.—St. David's Episcopal Church will build rectory; plans by Ernest V. Richards, Bennettsville, S. C.; two stories; brick or combination; brick and half timber; grates, electric lighting; cost \$3500.

Columbus, Ga.—O. C. Bullock is having plans prepared by W. T. Smith & Co., Columbus, for \$15,000 residence.

Dallas, Texas.—C. Welch awarded contract to J. W. Slaughter, Dallas, for erection of \$25,000 residence; plans by Lang & Wittich, Dallas.

Gibson, N. C.—Dr. Pate Gibson will remodel 12-room frame residence after plans by Ernest V. Richards, Bennettsville, S. C.; heating not decided; wire for electric lighting; cost of remodeling \$7000.

Houston, Texas.—Herbert Godwin awarded contract to G. H. Cahoon & Co. of Houston to erect residence costing \$10,000.

New Orleans, La.—Wm. B. Rely, 1503 Valmont street, has not yet let contract for erection of dwelling recently mentioned; plans by Crosby & Henkel, New Orleans; two stories; frame; eight rooms; gas and electric lighting; cost \$14,000. (See "Machinery Wanted.")

New Orleans, La.—Joseph Levy will open bids June 1 for erection of proposed dwelling; plans by Emile Well, Ibernia Building, New Orleans; two-story frame building; hot-air heating; cost \$6000.

Norfolk, Va.—Chas. H. Wood awarded contract to William Main, Norfolk, to erect \$5100 brick dwelling.

Norfolk, Va.—United Realty Corporation awarded contract to M. M. Salmon, Norfolk, to erect \$6000 brick residence.

Norfolk, Va.—James Rankin awarded con-

tract to Sawyer Bros., Norfolk, for erection of double brick dwelling to cost \$6000.

Oklahoma City, Okla.—Wm. Mee, 100 Main street, awarded contract to W. Getmann, 431 West 6th street, Oklahoma City, for erection of \$11,000 residence; two stories; ordinary construction; tile; hot-air or hot-water heat; electric lighting; plans by G. W. Collignon, Baltimore Building, Oklahoma City. (Recently noted.)

Revel, Md.—E. P. Baugh of Baugh & Sons Company, Philadelphia, Pa., has had plans prepared by Guy King, 1513 Walnut street, Philadelphia, Pa., for residence near Revel; 90x100 feet; brick; 3½ stories; Spanish mission style; tile roof; cost about \$100,000; contractors estimating include McLaughlin Bros., 100 East Lexington street, Baltimore, Md., and William B. Dougherty, 1604 Sansom street, Philadelphia, Pa.

Richmond, Va.—T. T. Adams will erect residence.

Sarasota, Fla.—Mr. Worcester, Cincinnati, Ohio, will, it is reported, erect residence on key opposite Sarasota; stone blocks; cost \$30,000; now registered at Belle Haven Inn, Sarasota.

Savannah, Ga.—Wright Hunter awarded contract to Peter Rabey, Savannah, to erect residence (recently mentioned); two stories, basement and attic; colonial style; slate roofing; two bathrooms; exterior faced brick; cost between \$12,000 and \$15,000; plans by Wallin & Young, Savannah.

St. Louis, Mo.—R. A. Hoffman will erect \$12,000 residence.

St. Louis, Mo.—A. H. Frederick will erect two-and-one-half-story residence to cost \$10,000.

Tampa, Fla.—J. W. Williams will build residence lately noted; 40x58 feet; stucco and mill construction; no heating plant; electric and gas lighting; cost \$3250; contractor, J. W. Williams Company, Tampa; Guy Platt Johnson, Tampa, architectural superintendent.

Towson, Md.—C. L. Gartner, president of Hilgartner Marble Co., Sharp and Ostend streets, Baltimore, Md., awarded contract to Daniel Harding, Towson, for erection of bungalow.

HOTELS

Academy Junction, Md. (not a postoffice).—New Era Amusement and Agricultural Association, recently noted to establish amusement park, will erect hotel 45x140 feet; 150 to 200 bedrooms; three stories; cafe and pool-room attached; architect in charge, Oliver Mitchell; general manager, M. R. Warner; executive offices, 6 East Lexington street, Baltimore, Md. (See "Machinery Wanted.")

Atlanta, Ga.—Atlanta Brewing & Ice Co. will build hotel, as lately noted; structure to be 50x110 feet; four stories and basement; steam-heating plant; electric lighting; electric elevators; cost \$45,000; architects, Morgan & Dillon of Atlanta.

Charlotte, N. C.—Stonewall Hotel Co. awarded contract to Virginia Bridge & Iron Co., Roanoke, Va., for structural steel and iron work; contract for heating let to B. MacKenzie, Greensboro, N. C.; plans by Frank P. Milburn & Co., Home Life Building, Washington, D. C.; cost about \$60,000. (Recently noted.)

Columbia, S. C.—Hotel Jerome, Mrs. L. Fagan, proprietor, will erect 40-foot extension and build additional story, providing 50 additional bedrooms, or total of 150 in entire building; white pressed brick; cost about \$40,000. William J. MacDonald of Reed & Co., New York city, will be in charge.

Columbia, S. C.—J. T. Harris will rebuild burned hotel at White Springs.

Daytona, Fla.—Alexander O. Holroy and N. W. Hilyard of Hotel Bristol, Asbury Park, N. J., have purchased Grand Atlantic Hotel for \$30,000 and will erect four-story extension; plans prepared by S. H. Grove, Daytona.

Flomaton, Ala.—Powell & Strickland have plans prepared by Alfred & Alfred, Pensacola, Fla., for hotel; two stories, with roof garden; fireproof; reinforced concrete; contain about 40 rooms; steam heat; private electric-light plant; cost about \$35,000. (Recently mentioned.)

Long Beach, Miss.—Mrs. E. Angell awarded contract to Kerr & Kelly, Gulfport, Miss., for erection of proposed summer and winter hotel; plans by contractors; frame; three stories; 24 rooms; electric lighting; cost \$6000.

Morrilton, Ark.—Park Amusement Co. contemplates erecting \$30,000 brick hotel.

Nashville, Tenn.—Hermitage Hotel Co., noted in April to erect hotel after plans by Carpenter & Blair, 475 Fifth avenue, New York, has not yet matured plans; structure will cost \$750,000 and contain 250 rooms; 10 stories; fireproof building; steam heat; elec-

tric lighting; electric elevators; assistant secretary, Hugh Farrell.

New Orleans, La.—St. Louis Hotel Co. (M. Mercier) will, it is reported, expend about \$250,000 to remodel structure.

Rockingham, N. C.—Rockingham Hotel Co., lately reported incorporated, awarded contract for hotel to Lee County Building & Construction Co.; building will be a three-story brick structure; stone trimmings; four storerooms, lobby, dining-room, kitchen, sample-rooms, etc., on first floor; 46 bedrooms on second and third floors; steam heat; electric lighting; plumbing fixtures; paper-composition roof; cost \$40,000; architect, John Kevan Peebles, Norfolk, Va.

Sapulpa, Okla.—Edward Garst will erect brick hotel.

Spartanburg, S. C.—W. E. Burnett, J. W. Alexander and others are promoting erection of \$200,000 hotel.

Washington, D. C.—George Peabody Eustis, Arlington Hotel, Vermont avenue and H street N. W., has purchased additional site, increasing holdings to about 39,061 square feet, and is having plans prepared by a New York architect for \$2,500,000 structure to replace Arlington Hotel.

MISCELLANEOUS STRUCTURES

Anderson, S. C.—Store Building.—J. M. Hubbard awarded contract to C. M. Guest of Anderson for erection of store building; front of Georgia marble, pressed brick and plate glass; marble columns; side of Chattanooga brick; two stories; 21x78 feet; cost about \$10,000; plans by DeCamps & Cunningham of Anderson.

Anderson, S. C.—Business Buildings.—John E. Peoples awarded contract to F. B. Maxwell, Anderson, to erect business building; two stories; first floor will contain three storerooms, 24x60 feet each, and second floor offices and apartments; pressed-brick front; cost about \$10,000.

Atlanta, Ga.—Mercantile Building.—Estate of D. Greenfield (recently noted as M. P. & A. D. Greenfield) will erect business building; architect not engaged; as proposed, building will be 90x110 feet; probably two stories and basement; five stores; steam heat; electric lighting; cost \$40,000.

Atlanta, Ga.—Store Building.—David Woodward is having plans prepared by Norman & Falkner of Atlanta for store building; two stories; 69x100 feet; steam heat; freight elevators. Second floor will be used as manufacturing loft.

Augusta, Ga.—Sanitarium.—Dr. T. R. Wright awarded contract to T. O. Brown & Son, Augusta, to erect three-story sanitarium to cost about \$25,000; plans by L. F. Goodrich, Augusta.

Baltimore, Md.—Postoffice, etc.—Bids will be received at Treasury Department, office of James Knox Taylor, Supervising Architect, Washington, D. C., until July 1 for construction and mechanical equipment (except plumbing) of extension to U. S. Postoffice, Courthouse, etc., at Baltimore. Drawings and specifications may be obtained at office of Custodian in Baltimore, or at above office, at discretion of Supervising Architect.

Baltimore, Md.—Business Building.—I. Lichtenberg, 9-11 South Greene street, has had plans prepared by John Freund, Jr., 210 East Lexington street, Baltimore, for business building at 9 South Greene street; 15x45 feet; four stories; cost \$5000.

Baltimore, Md.—Home.—Hebrew Children's Sheltering and Protective Association has had plans prepared by John Freund, Jr., 210 East Lexington street, Baltimore, for two-story addition, 33x26 feet, to home at Broadway and Fairmount avenue. Laundry and additional toilets will be installed in present building.

Chattanooga, Tenn.—Stores, etc.—Mrs. M. T. Winston, 627 Carlisle place, awarded contract to Cox & Rider, 121 Burch street, for erection of proposed \$10,000 store building; two stories; brick; composition roof; stone foundation; size 75x52 feet; stores on first floor; dwellings on second; plans by Bearden & Foreman, Chamberlain Building, Chattanooga.

Chattanooga, Tenn.—Business Block.—Mrs. P. P. Wisdom, Mission Ridge, Chattanooga, is remodeling rink into business block; three stories; three stories; 25x150 feet each; construction begun; work in charge of J. L. Foust, Temple Court, Chattanooga; three electric elevators to be installed, not yet contracted for.

Cheraw, S. C.—Club and Mercantile Building.—J. W. Covington will have plans prepared by Ernest V. Richards, Bennettsville, S. C., for two-story brick building for stores and clubrooms (Chequola Club); 50x75 feet; ordinary construction; grates; electric lighting; cost \$10,000.

Columbia, Tenn.—Postoffice.—Bids will be received at Treasury Department, office of James Knox Taylor, Supervising Architect, Washington, D. C., until July 2 for construction (including plumbing, gaspiping, heating apparatus, electric conduits and wiring) of U. S. Postoffice at Columbia, Tenn., according to drawings and specifications, copies of which may be obtained from Custodian of site at Columbia after May 28, or at above office, at discretion of Supervising Architect. (See "Machinery Wanted.")

Columbus, Ga.—Business Building.—A. Illges will erect three-story brick business building.

Dallas, Texas.—Mercantile Building.—W. E. Easterwood & B. L. Fleider awarded contract to J. F. Streiken, Dallas, for erection of two-story building recently mentioned; mill construction; electric lighting; electric freight elevator; cost \$10,000. (Recent notice incorrect.)

El Paso, Texas.—Club Building.—El Paso Country Club awarded contract to Sorenson & Morgan, El Paso, for erection of clubhouse; cost \$35,000. (Recent notice incorrect.)

Emporia, Va.—Store and Livery Stable.—John R. Everett awarded contract to F. M. Price, Emporia, to erect store and livery stable; 25x75 feet; two stories; brick; fireproof; cost about \$5000.

Fitzgerald, Ga.—Jail.—Ben Hill county will vote June 4 on issuance of \$75,000 bonds to erect jail and courthouse, etc. (See "Courthouses"). Address County Commissioners. (Previously mentioned.)

Forest Park, P. O. Baltimore, Md.—Public Building.—Frank H. Callaway, Garrison avenue, opposite Forest Inn, Forest Park, has prepared plans and will superintend erection of public building at Liberty heights and Clarendon avenue, West Forest Park. Structure will be 40x77 feet; concrete blocks; steam heat; electric lighting.

Fort Caswell (not a postoffice), N. C.—Barrack.—Joseph Schad, Wilmington, N. C., is lowest bidder for construction of barrack building, kitchen, messroom and lavatory at Fort Caswell recently mentioned; Louis P. Garrard, Jr., Captain and Quartermaster, U. S. Army, Mobile, Ala.

Galveston, Texas.—Business Building.—Dr. William Gammon and G. S. Ewalt awarded contract for erection of business building; one-story; brick; 40x50 feet; estimated cost \$4000.

Greensboro, N. C.—Store Building.—H. T. Ham has had plans prepared by J. Will Armfield, Greensboro, for store building recently mentioned; to be 50x75 feet; two stories; electric lighting; cost \$6000.

Harrisonburg, Va.—Lodge Building.—Benevolent and Protective Order of Elks will erect building; 60x48 feet; three stories; light pressed brick; steam heat; third floor to contain lodgeroom, banquet hall and bathrooms; cost \$10,000.

Hobart, Okla.—Masonic Temple.—Masonic Lodge will erect temple; W. M. McBride, chairman building committee.

Houston, Texas.—Clubhouse.—Houston Country Club will be incorporated with \$50,000 capital stock, and will expend \$100,000, of which it is planned to use \$50,000 for purchase of 125-acre site, \$35,000 for building clubhouse, \$10,000 for parking grounds, etc.; board of trustees composed of B. Frank Bonner, J. A. Baker, Jr., R. W. Knox and others. (Recently mentioned.)

Jennings, La.—Library.—Library Bureau awarded contract to Mitchell & Weir, New Orleans, for erection of Carnegie Library building mentioned in February; plans by Whitfield & King, 160 Fifth avenue, New York; brick building; tile roof; steam heat; electric lighting; cost \$3600.

Johnson City, Tenn.—Store Building.—J. A. Martin and S. C. Williams will erect two-story store building; pressed brick; marble front; ordinary construction; electric lighting; cost \$5500; plans not made; construction by owners; no material needed.

Kansas City, Mo.—Business Buildings.—C. H. Pennock will erect two business buildings, each to cost about \$30,000.

Lexington, Va.—Hospital and Science Building.—Virginia Military Institute, E. W. Nichols, Colonel and acting superintendent, Lexington, will receive plans for hospital building adjoining present hospital; cost of new structure, together with repairs to present hospital building, not to exceed \$9000; if practicable, bids will be secured and submitted in June to Board of Visitors, Alexander Hamilton, chairman, Petersburg, Va. Plans are also invited for building of applied sciences upon three general ideas—attached to present barracks, attached to present administration building or detached building,

cost of which not to exceed \$25,000. Competitive plans for hospital building to be presented to Mr. Nichols not later than June 5, and for applied science building not later than June 20.

Little Rock, Ark.—Library.—Little Rock Public Library Board, S. W. Rebyburn, secretary, awarded contract to W. R. Stewart at about \$70,000 for erection of Carnegie public library; to A. V. Rogoski of Rogoski Plumbing Co. for heating apparatus, and to J. A. Van Etten of Electric Construction Co. for electrical work, all of Little Rock; structure to be 122x65 feet; one story and basement; fireproof; Edward L. Tilton, 32 Broadway, New York, prepared plans, and Charles L. Thompson, Arkansas Building, Little Rock, will be local superintending architect. Contract provides that construction begin at once and be completed within 10 months. (Mentioned in April.)

Lockhart, Texas.—Caldwell County Commissioners have adopted plans for jail building.

Louisville, Ky.—Fair Buildings.—Kentucky State Fair Commission, Room 330 Paul Jones Building, Louisville, will receive bids to be opened June 3 for race course and grandstand recently noted; separate bids; plans obtainable from Alfred S. Joseph, architect, and O. G. Joseph, engineer, 1501 Lincoln Bank Building, Louisville, or from M. C. Rankin, chairman State Board Agriculture, Forestry and Immigration, and J. W. Newman, secretary, Louisville.

Marietta, Ga.—Postoffice.—Bids will be received at Treasury Department, office of James Knox Taylor, supervising architect, Washington, D. C., until July 6 for erection of U. S. postoffice at Marietta according to drawings and specifications, copies of which can be obtained at above office or of custodian of site at Marietta, at discretion of supervising architect.

Monroe, La.—Store Building.—S. Kaplan, proprietor Monroe Furniture Co., is having plans prepared for store building; three-story; brick; 60x150 feet.

Prague, Okla.—Business Buildings.—Following business houses will probably be erected: double two-story building by C. C. Bush and John Cerveney; one-story buildings by E. L. Stiles, James Gallagher, W. M. Jenkins and O. R. Bleumel; two-story brick by James Kozak; two-story structure by J. G. Sadleir; two-story building by B. F. Whitmore; buildings by L. B. Hampton, Joe Eret and G. G. Overstreet.

Richmond, Va.—Clubhouse.—Jefferson Club awarded contract to R. A. Slewars, Richmond, at about \$48,000 to erect clubhouse; plans by M. J. Dimmock, Richmond; Joseph L. Levy, chairman building committee. (Mentioned in April.)

Richmond, Va.—Capitol Improvement Commission accepted plans by R. Lee Peters of Richmond for painting and decorating interior of Capitol Building; estimated to cost about \$10,000; about \$10,000 additional will be expended for repairs. Commission is also considering award of contract for erection of wing to library building, for which \$85,000 is available; George P. Mundy, secretary, Capitol Building. (Recently mentioned.)

Sapulpa, Okla.—Business Block.—Tom Kinley will erect three-story business block.

Sapulpa, Okla.—Business Block.—B. B. Burnie will erect brick business block.

Sumter, S. C.—Postoffice.—James Knox Taylor, supervising architect, Treasury Department, Washington, D. C., will receive sealed proposals until June 29 for construction of proposed postoffice (including plumbing, gaspiping, heating apparatus, electric conduits and wiring) at Sumter in accordance with drawings and specifications obtainable from custodian of site at Sumter, or from supervising architect's office.

Vicksburg, Miss.—Lodge Building.—A. M. Paxton, secretary B. P. O. Elks' Lodge No. 95, American National Bank Building, Vicksburg, will receive bids until June 10 for erection of Elks' club building; plans and specifications on file at office of Keenan & Weiss, engineers and architects, 418 Hibernia Bank Building, New Orleans, La., and can be obtained on deposit of \$15; certified check \$500; bond \$50,000.

Washington, D. C.—Workhouse.—Building Inspector Ashford, District Building, has completed plans for Columbia Workhouse; brick, concrete and steel; fireproof; reinforced concrete floors and columns; steel roof trusses, etc.; also small power plant will be installed, consisting of boilers, engines, generators, blower system of heating, etc.; cost about \$80,000; F. L. Averill, Union Trust Building, Washington, consulting engineer.

Wilmington, N. C.—Store.—W. C. Munda is

having plans and specifications prepared by Field & Lilly, Garrell Building, Wilmington, for store and residence to cost about \$10,000; store will be one story, Greek architecture, with Ionic fluted columns on both sides of exterior; polished plate-glass front; Greek latticed transoms; double doors; interior finished with tiled floors and panel ceilings; residence to adjoin store to be two stories; eight rooms; architecture to conform with store.

MUNICIPAL BUILDINGS

Americus, Ga.—Library.—City will erect Carnegie library, to cost probably \$40,000. Address The Mayor.

Beaumont, Texas.—Fire Station.—City awarded contract to W. C. Whitney, Beaumont, for erection of one fire station; plans by H. C. Maurer, Beaumont; building 30x60 feet; cost \$4900. (Recent notice incorrect.)

Columbia, S. C.—City Jail.—City contemplates erection of new jail or remodeling of old building; C. W. Moorman, secretary.

Dallas, Texas.—Fire Stations.—J. B. Winslett, City Secretary, will receive bids until June 1 for erection of two fire-station buildings; plans by Hubbell & Greene, 507 North Texas Building, Dallas; certified check, \$500. (Recently mentioned.)

Lagrange, Ga.—Fire Station.—City awarded contract to Pike Bros. Lumber Co. of Lagrange to erect two-story fire station.

Marked Tree, Ark.—Jail.—City will erect jail. Address The Mayor.

Purcell, Okla.—City contemplates issuance of \$3000 bonds for City Hall noted in March; M. S. Robertson, City Clerk.

Texarkana, Texas.—Jail and Fire Department.—City contemplates building jail to cost \$10,000; also contemplates installation of additional fire-fighting facilities; A. B. DeLoach, Mayor.

Winston-Salem, N. C.—Fire Station.—City is having plans prepared by J. S. Zimmerman, Municipal Building, Winston-Salem, for station for Fire Company No. 2.

RAILWAY STATIONS

Belton, S. C.—W. M. Mulkey, Anderson, S. C., has contract to erect passenger and freight depot for Southern Railroad at Belton; building will be 179x42 feet; brick; cost \$10,000; D. W. Lum, chief engineer maintenance of way, Washington, D. C.

Lafayette, Ala.—Central of Georgia Railway, C. K. Lawrence, chief engineer, Savannah, Ga., is considering plans, it is reported, for brick depot and warehouse, 80x30 feet, at Lafayette; ladies' waiting-room to be 22x17 feet and colored waiting-room 14x24 feet.

Natchez, Miss.—Mississippi Central and Natchez & Eastern railroads have selected Frank P. Milburn & Co., Home Life Building, Washington, D. C., to prepare plans for proposed passenger and freight terminals; R. K. Smith, vice-president and general manager Mississippi Central, and F. J. Myers, chief engineer, Hattiesburg, Miss.; L. E. Faulkner, resident engineer, Natchez.

Shawnee, Okla.—Chicago, Rock Island & Pacific Railway, W. S. Tinsman, general manager, El Reno, Okla., will erect passenger station; two-story; brick; 250 feet long.

SCHOOLS

Alexandria, Va.—School Board has accepted plans by Charles M. Robinson, Richmond, Va., for school building; brick and concrete; two stories; fireproof; cost about \$30,000.

Bartlesville, Okla.—City will consider plans on May 3 for brick and stone high-school building, containing auditorium, gymnasium, library, study hall, laboratories and classrooms to accommodate 300 pupils; also for three ward buildings, each to have eight rooms and basement; C. L. Foulk, clerk.

Bristow, Okla.—City is having plans prepared for \$15,000 school building. Address The Mayor.

Charleston, S. C.—School Commissioners invite plans for erection of school building. Henry P. Archer, superintendent of schools, can give information.

Cisco, Texas.—C. H. Fee, president School Board, will receive bids until May 28 for erection of two-story and basement brick school building; plans and specifications by Sam P. Herbert, architect, Waco, Texas, and on file at office of secretary of School Board at Cisco, or of architect at Waco; certified check \$250; separate bids will be received for steam heating and plumbing.

Corsicana, Texas.—Beng & Metcalf, Corsicana, have contract to erect addition to school building of Odd Fellows' Widows and Orphans' Home; cost \$10,000.

Creedmoor, N. C.—Robert H. Rogers, sec-

retary school committee, will receive bids until May 30 for erection of school building recently mentioned; certified check, \$300; bond, \$3000. Drawings and specifications on file at office of Hill C. Linthicum, architect, Durham, N. C., and of Mr. Rogers at Creedmoor.

Dalton, Ga.—City contemplates construction of public school building; W. E. Wood, Mayor. (See "Road and Street Improvements.")

Danville, Va.—City contemplates erection of \$30,000 school building on site recently mentioned; Frank Talbott, superintendent.

Douglasville, Ga.—City will vote July 7 on \$15,000 bond issue to erect school building. Address The Mayor. (Recently mentioned.)

Fitzgerald, Ga.—City will vote May 24 on \$130,000 bond issue to erect school building, etc. (See "Water-works.") Address The Mayor.

Gatesville, Texas.—Trustees Meridian Training School of Gatesville district will meet at office of Dr. J. J. Lumpkin, chairman of board, Meridian, Texas, on May 25 to receive architectural plans and specifications for three-story brick or stone school building, not to cost over \$25,000; hallways not to be less than 12 feet, and stairways not less than 6 feet wide; auditorium on second floor; building to be so constructed that additions can be made without destroying architectural beauty.

Greendale, Ky.—State Institution, Kentucky Houses of Reform, will let contract about June 3 for erection of proposed dormitory (for white boys); building to have steam heat and electric lighting; cost \$15,000; plans by H. L. Rowe, Lexington, Ky.; E. H. Doak, superintendent, Greendale.

Gueydan, La.—City has voted \$25,000 bond issue to erect Central High School. Address The Mayor.

Helena, Ga.—City contemplates awarding contract in about 60 days for erection of school building, for which bonds were recently reported voted; architect not announced; building to have six rooms and auditorium; brick; cost, furnished, \$8500; G. A. Harris, Mayor.

Jennings, La.—School Board is having plans prepared by C. H. Page & Bro., Austin, Texas, for school building mentioned in April; cost \$40,000.

Laurel, Miss.—School Board has postponed opening of bids until June 10 for erection of 10-room brick school building mentioned in March; two stories; tile roof; plans by DeBuys, Churchill & Labouisse, Hibernia Bank Building, New Orleans, La.

Lawton, Okla.—School district has had plans prepared by J. Ira Jones, Lawton, for school building recently mentioned; size 71 feet square; eight rooms; ordinary construction; gravity system steam heat; cost \$25,000; contractor, D. K. McLeod of Cedar Rapids, Iowa; Lawton, Okla., and Box 59, Hutchinson, Kan.

Lexington, Texas.—City will erect school building noted in February; architect not engaged; as proposed, building will be fireproof; two stories; eight rooms; brick; acetylene gas lighting; cost \$3000; may open bids about June 1; C. M. Bishop, County Superintendent Public Schools, Giddings, Texas.

Lexington, Va.—City will vote June 9 on \$30,000 bond issue to erect school; Wm. R. Kennedy, Mayor.

Memphis, Tenn.—City has awarded contract to C. J. Wagner, Builders' Exchange, Memphis, at \$39,510, to erect Chelsea school building; two stories and basement; 110x193 feet; fireproof; brick; stone trimmings; steam heat; electric lighting; architectural iron stairways; plans by B. C. Alsop & Co., Randolph Building, Memphis. (Recently noted.)

Mt. Washington, Ind. Sta., Baltimore, Md.—Owens & Sisco, 1806 Continental Building, Baltimore, are preparing plans for school building at Mt. Washington; 88x68 feet; two stories; eight classrooms, manual training department and a room for domestic sciences.

Muskogee, Okla.—City contemplates expenditure of \$125,000 to \$150,000 on school buildings recently noted; plans not made; L. E. Bennett, Mayor. (See "Water-works.")

Morgantown, W. Va.—City has voted \$60,000 bond issue for erection of school. Address The Mayor.

Nashville, Tenn.—City Public School Board has not yet engaged architect to prepare plans for Murphy School recently mentioned; appropriation \$30,000; H. C. Weber, Superintendent of Schools, Nashville.

Ninety-Six, S. C.—City is considering issuing bonds for erection of school building to cost between \$12,000 and \$15,000; R. W. Townsend, chairman Board of School Trustees.

Norfolk, Va.—A. H. Foreman, superintendent public schools of Norfolk county, Room 57 Chamberlaine Building, Norfolk, will receive bids until June 6 for erection of four-room brick school building with slate roof at Deep Creek; plans and specifications on file at above office or may be obtained from W. T. Zepp, architect, Norfolk.

Ocala, Fla.—Board of trustees Ocala Special Tax School District, James E. Chase, president, will receive bids until June 11 for erection of school building. Specifications and plans on file in office of superintendent of public instruction; certified check, 2½ per cent. of bid.

Oxford, Miss.—University of Mississippi adopted plans by W. E. Spink, Title Guarantee Building, Birmingham, Ala., for dormitory and dining-hall; former to be three stories, brick, with slate roof and cost \$75,000; has also accepted plans by M. Prout, engineer, Memphis, Tenn., for power plant, including light and heat. Building committee is composed of D. M. Kimbrough, S. A. Morrison and others.

Pinewood, S. C.—City has voted \$12,000 bond issue to erect school building in School District No. 1. Address The Mayor.

Purcell, Okla.—City contemplates issuance of \$35,000 bonds for school building noted in March; M. S. Robertson, City Clerk.

Ramsey, La.—St. Joseph's College has prepared plans and is receiving bids on proposed three-story school building; 40x400 feet; structural steel; brick walls; reinforced-concrete floors and roof; hot-water heat; electric lighting.

Sapulpa, Okla.—Board of Education has ordered plans drawn for school building to cost \$20,000. Address The Mayor.

Shattuck, Okla.—City has voted \$16,500 bond issue for erection of school building. Address The Mayor.

Snyder, Okla.—Board of Education, W. G. Woodward, president, has authorized preparation of plans for erection of six-room school building to cost \$10,000.

St. Joseph, Mo.—City voted \$500,000 of bonds for building and improving school buildings; Harry H. Smith, superintendent of buildings. (Recently mentioned.)

Tasewell, Va.—City will vote June 23 on \$12,000 bond issue to erect school building to cost about \$20,000. Address The Mayor.

Van Buren, Ark.—City awarded contract to Blanchard Construction Co., Topeka, Kan., at \$12,500 to erect school building; two stories and basement; 65x72 feet; brick and stone; steam heat; electric wiring; plans by T. E. Basham, Van Buren. (Mentioned in April.)

Vicksburg, Miss.—H. H. Havis of Vicksburg has contract at \$2217 to erect school building for Society of the Divine Word; main structure will be 61x57 feet; two stories; brick; front of pressed brick; contain chapel and auditorium, each 27x60 feet, and four school-rooms, each 25x27 feet; plans by M. J. Donovan of Vicksburg.

Wheeling, W. Va.—Walter Hall, clerk Board of Education, will receive bids until June 1 for erection of Union School building; plans on file at office of Glesey & Faris, architects, Schmulbach Building, Wheeling; bond \$30,000.

THEATERS

Augusta, Ga.—Bandy Bros. & Worden will, it is reported, erect air-dome theater with seating capacity of about 750.

Baltimore, Md.—Samuel Siegal, 215-217 Courtland street, has purchased Princess Theater and adjoining property, 1212 to 1222 East Baltimore street, 75x130 feet, and contemplates expending \$25,000 in improvements.

New Orleans, La.—St. Charles Orpheum will be improved at a cost of \$7000; Jules Bistes, local manager.

Wichita Falls, Texas.—Wichita Falls Opera-House Co., Chas. W. Bean, president, awarded contract to Brown & Cranmer, Wichita Falls, for erection of opera-house recently mentioned; plans by Carl Bolter, Kansas City, Mo.; building 70x132 feet; ordinary construction; low-pressure steam heat; cost \$22,000.

WAREHOUSES

Florence, S. C.—Farmers' Cotton Holding & Storage Association organized with J. L. Barringer president, T. C. Willoughby vice-president and general manager and J. Pendergrass, treasurer.

Jacksonville, Fla.—J. G. Christopher Company has awarded contract (second one) to Turner Construction Co., 11 Broadway, New York, for erection of warehouse; 106x105 feet; two stories high; 50-foot arch spans;

reinforced concrete construction; work under way.

Kansas City, Mo.—Kornfaia Feed Milling Co. is erecting 80-car warehouse of light construction; architect and engineer, Esammeler Engineering Co., St. Louis, Mo. (See "Flour, Grist and Meal Mills.")

Memphis, Tenn.—Central Warehouse & Elevator Co., controlled by Jones & Rodgers, will rebuild warehouse and grain elevator reported burned; loss about \$110,000; T. B. Jones, president.

St. Petersburg, Fla.—B. Veillard will erect addition to warehouse; 100x122 feet; one and one-half stories; fireproof; concrete blocks; will be merged with present building, which will be remodeled; completed structure will have frontage of 176 feet and storage capacity of 75 or 80 cars of grain; concrete block are being manufactured on site.

Yazoo City, Miss.—Farmers' Union Warehouse Co. incorporated with \$10,000 capital stock by H. G. Johnson, M. A. Brown and others.

RAILROAD CONSTRUCTION RAILWAYS

Aberdeen, Miss.—S. M. Bush of Willson, Ark., and C. O. McCarley of Knoxville, Tenn., are reported to have taken subcontracts on the Aberdeen & Tombigbee Valley Railroad.

Atlanta, Ga.—The Atlanta & Carolina Railway Co. has filed a mortgage to secure \$6,000,000 of 5 per cent. 30-year bonds to build its proposed electric railway from Atlanta to Augusta, Ga., about 300 miles. The route is via College Park, Conyers, Walnut Grove, Jersey, Monroe, High Shoals, Watkinsville, Athens, Crawford, Lexington and Washington, Ga. James W. English is president and M. T. Edgerton secretary, and Matthew Mason chief engineer, all in Atlanta.

Bartow, Fla.—Fred C. Evers, chief engineer, will, it is reported, resume work June 1 on the proposed Peninsular Railway, which will connect Bartow, Plant City, Mulberry and Tampa, Fla., by an electric line about 45 miles long. E. C. Stuart of Bartow, Fla., is president; W. B. Swearingin and L. N. Pipkin, vice-presidents; Solin G. Wilson, secretary; G. V. Tillman, treasurer; Joseph David, promoter, all of Bartow, Fla. The William H. Evers Engineering Co., 237 Arcade Building, Cleveland, Ohio, has charge of engineering. Some construction was done on the line last year.

Beulah Home, Postoffice Doxey, Okla.—The Manufacturers' Record is informed that the Beulah Street Car & Electric Co. is about to build a railway. Wm. Jones is president and Wm. Steele secretary.

Blytheville, Ark.—The Blytheville, Leachville & Arkansas Southwestern Railway Co. has been chartered to build 50 miles of line from Blytheville, connecting with Leachville and Lepanto, Ark.; capital, \$250,000. The directors are A. C. Lange, W. P. Orr and J. R. Hancock of Blytheville, Ark.; R. L. McClelland of Western Springs, Ill., and William Wilms of Chicago.

Charleston, S. C.—A stockholders' meeting of the Charleston & Summerville Electric Railway Co., held at Summerville, has approved the additional issue of \$100,000 of common and \$300,000 of preferred stock. George Tupper is secretary and treasurer at Summerville, S. C. F. S. Wright of New York and others are interested.

Cheraw, S. C.—The Chesterfield & Lancaster Railroad Co., it is reported, will build an extension from Pageland to Lancaster, S. C., about 25 miles. The road is now 35 miles long, from Cheraw to Pageland. A. H. Page is president and general manager at Cheraw, S. C. Later—An official letter to the Manufacturers' Record says that the extension is not to be made immediately.

Covington, Va.—Reported that the Rinehart & Dennis Company will resume work on a contract for the Chesapeake & Ohio Railway at Scary, W. Va.; also that the railway company has ordered work to be resumed on the Potts Creek Railroad.

Dallas, Texas.—The Dallas Interurban Electric Railway Co., it is stated, will build and equip its proposed line in the most approved manner with heavy rails, a large power plant and the best overhead work. It is authorized to build in any direction out of Dallas. Henry Dorsey, president; I. J. Willingham, first vice-president; Robert Ralston, second vice-president; M. H. Wolfe, third vice-president; W. W. Carruth, treasurer; S. A. Stemmons, secretary. The other directors are C. C. Slaughter, R. C. Buckner, J. Mercer Carter, W. J. Halsey and J. A. Allen.

Durant, Okla.—The Missouri, Oklahoma & Gulf Railway has been granted right of way

by the City Council. It is building southward from Lamar, Okla., via Durant to Denison and Sherman, Texas. W. H. Prentice is chief engineer at Dustin, Okla.

Excelsior Springs, Mo.—The Excelsior Springs & Suburban Railway Co. has been chartered with \$50,000 capital stock to build a line from Excelsior Springs to a point on the Chicago, Milwaukee & St. Paul Railway, two miles. The stockholders are Allen M. Bates, Hugh Wilhite and W. P. Southard of Excelsior Springs, Mo.; Henry J. Arnold of Denver, Col., and John E. Lundstrahl of Colorado Springs, Col.

Fayetteville, Ark.—Reported that two firms are contemplating building an electric railway to connect Fayetteville and other towns in North Arkansas. The Commercial League or the Mayor can probably give information.

Fort Worth, Texas.—President Edwin Gould of the St. Louis & Southwestern Railway Co. is reported as saying that the company expects to spend this year several hundreds of thousands of dollars for improvements. M. L. Lynch is chief engineer at Tyler, Texas.

Gainesville, Texas.—Reported that construction work has begun on the Gainesville, Whitesboro & Sherman Interurban Electric Railway, contract for which was awarded to the Tenney Construction Co. of Silver City, N. M.

Gideon, Mo.—The Gideon & North Island Railroad Co. has been chartered to build a standard-gauge line 12 miles long from Malden, in Dunklin county, through New Madrid county to a point in Pemiscot county; capital \$120,000. The incorporators are W. P. Anderson, M. S. Anderson, M. V. Mumma of Gideon, Mo.; N. V. Turner and L. I. Yeagley of Malden, Mo.

Groveton, Texas.—The Texas Northern Railway Co., which has applied for a charter, is to take charge of the railroad of the Trinity County Lumber Co., which has been under construction for some time from Groveton to Lufkin, Texas, 36 miles. Line is to be completed by July 1, as only 10 miles of track remain to be laid. Grading contractor was C. M. McConico of Lufkin, Texas, and P. A. McCarthy is chief engineer at the same place. The directors are D. J. Batchelder, president, 811 Wright Building, St. Louis, Mo.; J. C. Anderson, vice-president and treasurer, Groveton, Texas; William T. Joyce, E. B. Parker, C. R. Wharton and H. M. Garwood, the last three of Houston, Texas, and L. P. Atmar of Groveton, Texas. J. A. Platt of Groveton is secretary.

Guthrie, Okla.—The charter for the Guthrie, Fairview & Western Railroad, projected by W. S. McCaull of Joliet, Ill., is reported sold to the Santa Fe system. The route would connect Guthrie, Kingfisher, Watonga, Fairview and Woodward, Okla.

Hot Springs, Ark.—George E. Crater of London, England, and Alexander Perry are reported to be interested in a plan to build a railroad from Hot Springs to Mena, Ark. G. H. Gilbert, New York, contractor, and F. S. Treadway of Kansas City are said to be connected with the enterprise. Elmer L. Biggs of Hot Springs, Ark., may be able to give information.

Joplin, Mo.—The Joplin & Eastern Kansas Railway Co. of Joplin has been chartered with \$500,000 capital to build a line from Joplin to the State boundary at the junction of Turkey creek and Spring river, 12 miles. The stockholders are R. M. Sheppard and E. D. Nix of Joplin, Mo.; Henry Rohwer, E. A. Peters and J. B. Christensen of St. Louis, Mo.

Knoxville, Tenn.—Reported that construction of the proposed Knoxville, Sevierville & Eastern Railway will begin before June 15 by W. J. Oliver & Co. The first section to be built is from Knoxville to Sevierville, 26 miles. W. A. Seymour is chief engineer; C. S. McManus, president. Entire line in Tennessee is to be 52 miles long, but it may be extended into North Carolina.

Little Rock, Ark.—The Chicago, Rock Island & Pacific Railway, it is reported, contemplates spending \$500,000 for improvements of the roadway and bridges of the Choctaw district. J. B. Berry is chief engineer at Chicago, Ill., and H. G. Clark is district engineer at Little Rock, Ark.

Little Rock, Ark.—Reported that the Missouri & North Arkansas Railroad has decided to build a branch from Negro Hill, Ark., southwest to Little Rock, about 55 miles. W. S. Dawley is chief engineer at St. Louis, Mo.

Louisiana, Mo.—The proposed electric railway of the Louisiana Light, Power & Traction Co. from Louisiana to Bowling Green, Mo., will be 11 miles long. An official is reported as saying that plans have not yet been decided; capital \$200,000. L. Turnbolt

is president and general manager and F. E. Murray is secretary, both at Louisiana, Mo. A power-house and repair shop are to be located at Louisiana.

Mangum, Okla.—Morris R. Locke of Abilene, Texas, president of the Colorado, Texas & Mexico Railroad Co., is reported as saying that 79 miles of grade is completed and 100 miles of track material is about to be bought for line between Mangum and Chillicothe, and also for the branch to Hollis. Others interested are George D. Locke of St. Louis, first vice-president; Halley J. Hooker of Chicago, second vice-president, and Fred Cockrell of Abilene, Texas, counsel.

Middlebourne, W. Va.—The Manufacturers' Record is informed that the press report as to building an electric railway between Middlebourne and New Martinsville is premature. This is the proposition with which it was reported that V. R. Coon of Louisville, Ky., was interested.

Natchez, Miss.—The Yazoo & Mississippi Valley Railroad is reported to have laid 75-pound rails and new ties from Natchez northeast to Harrison, Miss., 28 miles, and work is to be continued 70 miles farther to Jackson, Miss.

Nevada, Mo.—An official of the Kansas City & Springfield Southern Railway is reported as saying that probably no work will be started this year on account of financial conditions. As heretofore stated, an electric railway is to be built from Nevada to Springfield, Mo., with a branch to Carthage, Mo.; total length of line, 140 miles, including sidings; power plant to be built near Arcola, Mo.; capital, \$3,750,000, to be increased to \$4,500,000. W. B. Forsyth is president, S. A. Wight secretary, J. W. Creekman treasurer and C. C. McFann general manager at Nevada, Mo.

Onalaska, Texas.—The Beaumont & Great Northern Railroad, it is reported, has completed and put in operation its extension from Onalaska to Livingston, Texas, making 33 miles from Trinity to Lexington, the extension being 13 miles long. It is proposed to continue building from Livingston to Beaumont and Sabine Pass, Texas. T. H. Clement is chief engineer at Onalaska, Texas.

Ochiltree, Texas.—The proposed railway through Ochiltree and other counties projected by J. L. Dodson and others will, it is said, be about 140 miles long. George F. Perry of Ochiltree is among those interested.

Oregon, Mo.—The Oregon Interurban Railway Co. is to receive bids until 6 P. M. on Wednesday, June 10, to build four and one-half miles of line from Oregon to Forest City, Mo. It will require 60,000 cubic yards of excavation and 47,000 of cubic yards of embankment, besides a steel bridge 60 feet long. B. F. Morgan is president and George Custer is engineer.

Port Arthur, Texas.—William Alvey is reported to have made a horseback survey for the proposed Port Arthur, Beaumont & Waco Air Line Railway, in which John W. Gates of Port Arthur and R. C. Duff, J. F. Keith and others of Beaumont are reported to be interested.

Richmond, Va.—The Chesapeake & Ohio Railway, it is reported, will resume work on its second-track construction at various points on the line. H. Pierce is engineer of construction at Richmond, Va. He advises the Manufacturers' Record that this double tracking is between St. Albans and Barboursville, W. Va., about 30 miles. There is no new work to be let; the contractors are Rinehart & Dennis Company, Washington, D. C.; Johnson & Briggs, Richmond, Va., and J. C. Carpenter & Co., Clifton Forge, Va.

Sistersville, W. Va.—The Union Traction Co. of Sistersville has been chartered to build a railway from a point near the boundary of Wetzel and Marshall counties to New Martinsville, Brooklyn, Paden City, Sistersville and St. Mary's, W. Va.; capital, \$150,000, of which \$50,000 is paid in. The incorporators are H. W. McCoy, G. E. Work, S. G. Messer and R. Broadwater of Sistersville, W. Va.; I. D. Morgan and E. L. Robinson of New Martinsville.

Somerset, Ky.—The Cincinnati, New Orleans & Texas Pacific Railway (Queen & Crescent route), it is reported, has plans to replace bridges between Cincinnati and Somerset, including a new high bridge over the Kentucky river, the whole to cost about \$3,250,000; also to replace bridges between Oakdale and Chattanooga, Tenn., at a cost of \$1,300,000. H. E. Warrington is chief engineer at Cincinnati, Ohio, and F. Wrampmeyer is resident engineer at Somerset, Ky.

Tuskaloosa, Ala.—The Birmingham & Gulf Railway & Navigation Co. is reported to have filed a mortgage to secure \$10,000,000 of 5 per cent. 50-year bonds to build its proposed railroad. J. M. Dewberry of Birmingham, Ala., is president; George C. Scales is

superintendent, and J. A. Vandegrift is general manager at Tuskaloosa, Ala.

Uvalde, Texas.—Col. I. T. Pryor and Mason Williams of San Antonio, Texas, it is reported, contemplate building a railroad from Uvalde to Crystal City, 50 miles, in which St. Louis capital may be interested.

Velasco, Texas.—The Houston & Brazos Valley Railroad is reported to have let a contract to J. C. Tolman, civil engineer, to build an extension to the Brazos Light House, about three and one-half miles. Felix Jackson is vice-president and general manager at Velasco, Texas.

Versailles, Mo.—The Versailles & Sedalia Railroad Co., which recently built a line from Versailles to Ouchita, Mo., six miles, will, it is reported, continue the line from the latter point to Sedalia, Mo., 24 miles. R. E. Bradford is president at 606 Century Building, St. Louis, Mo.

Walters, Okla.—It is contemplated to build a railroad which will connect Walters and other points with Oklahoma City. J. H. English, S. H. Blair and G. D. Lathan were appointed a committee on financing.

Winona, Mo.—The Salem, Winona & Southern Railway Co. of Winona, with \$150,000 capital, has been chartered by J. D. White, Jefferson D. Riddle, William S. McKinley and others.

STREET RAILWAYS

Ardmore, Okla.—J. D. Conolly of Titusville, Pa., and E. A. Rea of Corydon, Iowa, are reported to be contemplating the construction of the proposed street railway in Ardmore.

Lexington, Ky.—The Lexington Railway Co. is authorized by its city ordinance just approved to extend its lines on East Main street and on East High street, starting from Clay avenue and running to Hanover avenue. Louis DesCognets is vice-president at Lexington, Ky.

San Angelo, Texas.—Construction is reported begun on the line of the San Angelo Power & Traction Co., the first mile of track to be completed by September 7. The company is also reported to be negotiating for rails and other material. E. E. Bailey, vice-president of the San Angelo Bank & Trust Co.; W. D. Fuller and others are interested.

Tampa, Fla.—A stockholders' meeting of the Tampa Electric Co. is to be held June 2 to authorize an issue of \$2,000,000 of bonds for improvements. G. W. Wells is manager at Tampa, Fla.

Vicksburg, Miss.—President S. S. Bullis of the Vicksburg Railway & Light Co. informs the Manufacturers' Record that the business will be taken over by two companies which will be formed, namely, the Vicksburg Lighting Co. and the Vicksburg Traction Co. W. B. Moorman is manager and J. H. Pallister is chief engineer. A report from Vicksburg says that the Vicksburg Traction Co., incorporated by J. W. Cassell, W. B. Moorman and S. S. Bullis, has applied for charter.

Washington, D. C.—The bill for extending the street-railway tracks to the Union Station has finally passed Congress. It provides for extensions by the Capital Traction Co., Washington Railway & Electric Co., City & Suburban Railway and the Anacostia & Potomac Railway.

Wheeling, W. Va.—The Wheeling Traction Co., it is reported, contemplates extending its line at Moundsville this summer. G. O. Nagle is superintendent. He informs the Manufacturers' Record that nothing definite has been decided.

MACHINERY, PROPOSALS AND SUPPLIES WANTED

Manufacturers and others in need of machinery of any kind are requested to consult our advertising columns, and if they cannot find just what they wish, if they will send us particulars as to the kind of machinery needed we will make their wants known free of cost, and in this way secure the attention of machinery manufacturers throughout the country. The Manufacturers' Record has received during the week the following particulars as to machinery that is wanted.

Air Compressors.—Bureau of Yards and Docks, Navy Department, Washington, D. C., will open bids June 13 for furnishing and installing one 5000 cubic foot air compressor and accessories at the navy yard, Philadel-

phia, Pa.; plans and specifications on file at bureau and office of commandant at Philadelphia Navy Yard; R. C. Holly, chief of bureau.

Art Glass.—Rev. W. O. Talbert, Clifton Forge, Va., wants prices on art glass.

Awning Machinery.—Sunnyside Awning Co., F. M. Mahood, secretary, Roanoke, Va., wants prices on machinery and materials for manufacture of awnings and tents.

Bathtubs.—William B. Rely, 1503 Valmont street, New Orleans, La., wants prices on bathtubs.

Boats.—D. F. Hill, 349 Equitable Building, Baltimore, Md., in market for gasoline launch 45 feet long, with cabin full length; tug, capacity for towing 1000 tons, in three barges; five deck barges, 75 to 85 feet by 24 to 26 feet. Give location and condition; any point on Chesapeake bay or near by.

Boiler.—L. F. Hobbs, Box 483, Norfolk, Va., in market for 40-horse-power locomotive boiler and 30-horse-power engine.

Boiler.—See "Water-works."

Boiler.—Sealed proposals will be received until June 8 for furnishing and installing 100-horse-power boiler and to make necessary changes in piping to connect with present plant and furnish all necessary accessories at power-house at Home for Aged and Infirm, at Blue Plains, D. C.; specifications and proposal blanks may be obtained at office of H. B. Macfarland, Henry L. West, Jay J. Morrow, Commissioners District of Columbia, Washington, D. C.

Boiler-room Equipment.—Bids will be received at office of H. F. Hodges, general purchasing officer, Isthmian Canal Commission, Washington, D. C., until June 24 for boiler-room equipment, consisting of boilers, fittings and appurtenances, uptakes, breeching, duplicate induced-draft fans with direct-coupled turbine and motor, feed-water heater, boiler feed pumps, etc.; blanks and general information relating to Circular No. 444 obtainable from above office or offices of assistant purchasing agents, 24 State street, New York; Custom-house, New Orleans; 1086 North Point street, San Francisco, Cal., and 410 Chamber of Commerce Building, Tacoma, Wash.; also from U. S. Engineer office in following cities: Los Angeles, Cal.; Baltimore, Philadelphia, Pittsburg, Boston, Buffalo, Cleveland, Cincinnati, St. Paul, Detroit, Milwaukee, Chicago, St. Louis, Chattanooga, Louisville and Mobile.

Boilers.—Gilmer Oil & Gas Co., V. S. Lynch, Buckhannon, W. Va., will want prices on boilers for well drilling.

Box Machinery.—See "Match Machinery."

Bridges.—See "Railroad Construction."

Briquetting (Fuel) Machinery.—See "Compressing Machinery."

Building Materials.—New Era Amusement and Agricultural Association, 6 East Lexington street, Baltimore, Md., wants prices on building materials for hotel to be erected at Academy Junction.

Building Materials.—R. C. Saunders, secretary Presbyterian Church Board, Edna, Texas, wants prices on building materials for red-brick edifice, with metal ceiling and roof.

Candy Machinery.—Jos. F. Vickery, Box 519, Atlanta, Ga., wants catalogues and prices on candy machinery.

Cement.—U. S. Steam Stump-Pulling & Manufacturing Co., R. L. Beasley, manager, Quincy, Fla., wants dealers' prices on cement.

Cement.—Woodward & Son, 9th and Arch streets, Richmond, Va., want to correspond with manufacturers of Portland cement with view to representation.

Cement Tools.—Arthur C. Freeman, Jr., Norfolk, Va., in market for cement finishers' tools and molding machines.

Coal.—Directors Maryland Penitentiary, Baltimore, Md., will open bids June 3 for 2500 tons of soft coal, which shall be subject to analysis; copies of specifications obtainable at office of John F. Weyler, warden.

Compressing Machinery.—Tallant & Co., Christiansburg, Va., wants information and prices on machinery for compressing shavings into briquettes for fuel.

Concession Novelties.—New Era Amusement and Agricultural Association, 6 East Lexington street, Baltimore, Md., wants prices on concession novelties, etc.

Conveyors.—C. R. Delaney, 63 Gunther Building, Baltimore, Md., wants information on conveyors used in dye and bleach houses for conveying from one tank to another.

Corrugating Machinery.—Buffalo Paper Box Co., Buffalo, N. Y., wants machinery for corrugating or fluting paper; also creasing machines.

Cotton-tie Machinery.—W. D. Manley, Box

862, Atlanta, Ga., wants prices on machinery for making over cotton ties, also for making over jute bagging for cotton bales.

Cutting (Canvas) Machinery.—See "Awning Machinery."

Dredge and Shovel.—Peacock's Iron Works, Selma, Ala., wants three-quarter-yard steam shovel and two-and-one-half-yard dredge.

Electrical Machinery.—W. F. Lyons, 517 Bryant Building, Kansas City, Mo., wants prices on two 100-kilowatt generators; direct connected.

Electrical (Railway) Equipment.—Oklahoma-El Reno Interurban Traction Co., Kansas City, Mo., wants addresses of manufacturers of electrical railway equipment.

Electric Conduits and Wiring.—Contract will be let July 2 for electric conduits and wiring, plumbing, gaspiping and heating apparatus for United States postoffice at Columbia, Tenn.; James Knox Taylor, Treasury Department, Washington, D. C., supervising architect. (See "Miscellaneous Structures.")

Electric Dynamo.—Kunkel Wagon Co., 29-37 East Lee street, Baltimore, will want electric dynamo for lighting.

Electric-light Plant.—City of Carrollton, Miss., will receive bids June 15 for construction of electric-light plant; plans on file; W. H. Hafner, Mayor.

Electric Lighting.—John M. Murch, County Auditor, Galveston, Texas, will receive new bids until June 8 for furnishing material and labor for installation of arc lights along Galveston county boulevard. Plans and specifications on file in office of County Auditor.

Electric Wiring.—John M. Murch, County Auditor, Galveston, Texas, will receive bids until June 8 for furnishing labor and material for complete rewiring of Galveston county courthouse. Plans and specifications on file in office of County Auditor, from whom copies can be obtained on application, together with further information; certified check, \$300.

Engine.—See "Pumping Engine."

Engine.—See "Water-works."

Engine and Boiler.—L. F. Hobbs, Box 483, Norfolk, Va., in market for 40-horse-power locomotive boiler and 30-horse-power engine; both second-hand.

Engines.—See "Hoisting Engines."

Engines.—Gilmer Oil & Gas Co., V. S. Lynch, Buckhannon, W. Va., will want prices on engines; for well drilling.

Engines (Motor).—See "Motor-Truck Engines."

Excavation, etc.—See "Railroad Construction."

Fire Apparatus.—Leroy Brandon, Mayor, Clearwater, Fla., wants catalogues and prices on fire-department apparatus.

Flooring and Siding.—C. L. Robinson & Co., Charles Town, W. Va., wants prices on flooring and siding.

Fruit Driers.—Moncrief Furnace Co., 8 Trinity avenue, Atlanta, Ga., wants names and addresses of manufacturers of fruit driers.

Fruit Driers.—Wanted.—Names of manufacturers of fruit driers. Address Box 506, Columbus, Ga.

Gasoline Cars.—See "Railway Equipment."

Grinding Machinery.—James C. Fisher, 9 North 7th street, Richmond, Va., wants machines for hollow-grinding razors.

Handles.—See "Wire."

Heating Apparatus.—See "Electric Conduits and Wiring."

Heating Apparatus.—Contract will be awarded May 28 for steam heating and plumbing for school building to be erected at Cisco, Texas; C. H. Fee, Cisco, president School Board. (See "Schools.")

Hoisting Engines.—Kilwan-Roberts Supply Co., 409 Exchange place, Baltimore, Md., in market for 6½x10 and 7x10 hoisting engines; standard make; give full description, location and price.

Horseshoe Nails.—See "Miscellaneous Supplies."

Iron and Steel.—See "Miscellaneous Supplies."

Iron Fences.—Wanted.—Catalogues and prices of iron fences. Address Box 506, Columbus, Ga.

Jute Machinery.—See "Cotton Machinery."

Levee Construction.—Mississippi River Commission, First and Second Districts, William D. Connor, Captain, Engineers, U. S. Engineer office, Room 20, Custom-house, Memphis, Tenn., will open bids June 16 for about 540,000 cubic yards of levee work in Upper and Lower St. Francis Levee Districts; information on application.

Lighting.—R. C. Saunders, secretary Presbyterian Church Board, Edna, Texas, wants prices on lighting edifice to be constructed.

Lime Machinery.—Edw. I. Frost, Asheville, N. C., wants information, prices and specifications on lime plant of 100 tons capacity daily.

Locomotive.—Peacock's Iron Works, Selma, Ala., wants 8 to 10-ton three-foot gage steel tank locomotive.

Locomotives.—U. S. Steam Stump-Pulling & Manufacturing Co., R. L. Beasley, manager, Quincy, Fla., wants dealers' prices on small locomotives.

Logging Machinery.—U. S. Steam Stump-Pulling & Manufacturing Co., R. L. Beasley, manager, Quincy, Fla., wants dealers' prices on hoisting and log-skidding machinery; new or second-hand.

Lumber.—Carolina Electrical Co., 110 Fayetteville street, Raleigh, N. C., wants two carloads chestnut poles; 30 feet long; 6-inch tops; f. o. b. Norfolk & Western.

Machine Tools.—M. G. Howard, Allendale, S. C., wants good second-hand engine lathe, screw cutting, 24-inch swing, 10 feet between centers; could use 22-inch swing; 26-inch drill press, Morse taper, movable head; Barnes preferred.

Match Machinery.—Thomas I. Myers, 125 North Bond street, Baltimore, Md., wants machinery for manufacturing safety matches; also for making match boxes; equipment to be shipped to South Africa.

Magnets.—J. T. Wilcox, Box 91, Jacksonville, Ga., in market for magnets of large sizes.

Metal Cabinet Work.—Bids will be received at office of Commissioners of District of Columbia (Henry B. F. Macfarland, Henry L. West and Jay J. Morrow) until May 29 for furnishing and installing metal cabinet work in municipal building, District of Columbia. Blank proposal forms, plans of cases and other information may be obtained on application to Property Clerk District of Columbia, District Building; deposit of \$10 required for plans.

Metal Ceiling.—See "Building Materials."

Metal-working Machinery.—See "Tin-can Machinery."

Mill Supplies.—New Era Amusement and Agricultural Association, 6 East Lexington street, Baltimore, Md., wants prices on mill supplies for construction of buildings at amusement resort, Academy Junction, Md.

Miscellaneous Supplies.—Bids will be received at office of H. F. Hodges, General Purchasing Officer, Isthmian Canal Commission, Washington, D. C., until June 15 for furnishing lumber, shop machines, chain blocks, hydro-carbon burners, brake wheels, truck springs, chain, steel, etc. Blanks and general information relating to Circular No. 443 obtainable from above office or offices of assistant purchasing agents, 24 State street, New York; Custom-house, New Orleans; 1065 North Point street, San Francisco, Cal.; and 410 Chamber of Commerce Building, Tacoma, Wash.; also from U. S. Engineer office in following cities: Los Angeles, Baltimore, Philadelphia, Pittsburg, Boston, Buffalo, Cleveland, Cincinnati, St. Paul, Detroit, Milwaukee, Chicago, St. Louis, Chattanooga, Louisville and Mobile.

Motor Trucks.—Antoinette Vacuum Street Sweeper Co., Box 518, Atlanta, Ga., wants prices on motor truck engines and supplies.

Miscellaneous Supplies.—Kleburg Brokerage Co., Box 238, Houston, Texas, wants two cars barbed wire, one car horsehoes, two cars wrought iron, one car steel, one car poultry netting, three cars wrought-iron pipe, one car boiler plate and 5000 pounds horse-shoe nails.

Overall Machinery.—E. L. Thomas, Winder, Ga., wants prices on machinery for shirt and overall factory.

Paper-box Machinery.—See "Corrugating Machinery."

Paving.—Baltimore (Md.) Board of Awards, care of J. Sewell Thomas, City Register, will receive bids until June 3 to curb, gutter and pave with vitrified brick, sheet asphalt, asphalt blocks or bitulithic 24th street from Barclay street to York road and North avenue from Payson to 12th street; separate bids will be received for grading North avenue from Payson to 12th street; specifications and proposal sheets furnished on application to office of Commissioners for Opening Streets, James H. Smith, president, Hoen Building, where plans and profiles can be seen; Eugene F. Rodgers, clerk to Board.

Paving.—Board of Public Works, L. F. Kolb, secretary, Paducah, Ky., will open bids June 2 for construction of concrete sidewalks, curbing and guttering on both sides of Broadway, west side of Water street and north side of Kentucky ave.; for construction

tion of 10th street with vitrified brick, bitulithic or asphalt, and also for construction of concrete sidewalks, curbs and gutters, as per plans and specifications in office of L. A. Washington, City Engineer.

Paving.—Robert Tait, City Treasurer, Montgomery, Ala., will receive bids until June 15 for paving North Court street with asphalt, brick, bitulithic or Belgian blocks; specifications on file in office of A. R. Gilchrist, City Engineer; certified check \$5000.

Piping.—U. S. Steam Stump-Pulling & Manufacturing Co., R. L. Beasley, manager, Quincy, Fla., wants dealers' prices on sewer piping.

Planer.—Osborne Bros., Meador, Ky., want second-hand pony or other planer; to split, size, dress, tongue and groove soft or hard wood; to be operated by 12-horse-power engine.

Plumbing and Gas Piping.—See "Electric Conduits and Wiring."

Plumbing.—See "Heating Apparatus."

Piping.—See "Miscellaneous Supplies."

Postoffice Equipment.—Contract will be let July 1 for mechanical equipment (except plumbing) for extension to U. S. Postoffice, Courthouse, etc., at Baltimore, Md.; James Knox Taylor, supervising architect, Treasury Department, Washington, D. C. (See "Miscellaneous Structures.")

Pulleys, etc.—W. G. Howard, Allendale, S. C., wants pulleys, line shafting, etc.

Pumping Engine.—City Secretary, Houston, Texas, will receive bids until July 37 for erection of pumping engine at water plant; capacity not less than 15,000,000 gallons per day of 24 hours; domestic pressure, 85 pounds; fire pressure, 110 pounds; steam, 125 pounds boiler pressure. Bidders will furnish plans and specifications, which must provide for complete installation of pumping engine ready for six-day-and-night continuous test. As city does not provide drawings, bidders will go upon premises of water plant for information as to location of pump. Certified check, \$2500; H. B. Rice, Mayor.

Pumps.—See "Water-works."

Railroad Construction.—Oregon Interurban Railway Co. will receive sealed bids up to June 10 for construction of 4½ miles of railroad from Oregon to Forest City. Approximate quantities: 60,000 cubic yards excavation; 47,000 cubic yards embankment; 62,000 feet timber and lumber; 2000 linear feet piling, 16 to 35 feet long; 405 tons 56-pound relay steel rails; 13,000 ties; one steel bridge, 60-foot span; 4½ miles tracklaying. Specifications, contract, blank proposals, profile and plans at office; bids will be received on any one or more items; also on road complete; B. F. Morgan, president; George Custer, engineer, Oregon, Mo.

Rails.—See "Railroad Construction."

Rails.—Crucial Fire Brick Co., Rome, Ga., wants second-hand rails; 16, 20 and 30-pound; good condition; small quantity; delivered Rome.

Rails.—U. S. Steam Stump-Pulling & Manufacturing Co., R. L. Beasley, manager, Quincy, Fla., wants dealers' prices on rails.

Rails.—Oklahoma-El Reno Interurban Traction Co., Kansas City, Mo., wants addresses of manufacturers of steel rails.

Railway Cars.—Oklahoma-El Reno Interurban Traction Co., Kansas City, Mo., wants addresses of manufacturers of electrical railway cars.

Railway Equipment.—Wm. Jones, president Beulah Street Car & Electric Co., Doxey, Okla., wants prices on street-railway materials and equipment.

Railway Equipment.—Charles H. Mann, Jacksonville, Fla., wants addresses of manufacturers of cars for interurban service, equipped with gasoline motors; also cars operated by electricity generated by dynamo attached to gasoline engines.

Road Construction.—Carroll County Commissioners (George E. Benson, George W. Brown and John S. Fink), Westminster, Md., will open bids June 1 for grading and macadamizing about three-quarters of a mile of road between Sykesville and Eldersburg, Md.; plans and specifications on file with County Commissioners at Westminster; certified check, \$300; F. L. Hann, clerk to Commissioners.

Road Construction.—Stevensburg and Cataulpa Magisterial Districts of Culpeper county, Virginia, invite bids for about 30 miles each of macadam roads upon plans and specifications furnished by State Highway Commission, Richmond, Va. State Highway Commissioner and engineer will be in office of W. E. Coons, County Clerk, Culpeper, Va., on June 10 to furnish information. Information can also be had of Mr. Coons upon application.

Road Construction.—Bids will be received until June 1 for grading and macadamizing road in Mercer county two and four-tenths miles long; certified check, \$100; bond, \$25,000; plans and specifications on file at office of committee (W. H. Coffman, chairman; H. H. Bailey and P. J. Kelley), Bluefield, W. Va.

Road Construction.—Constructing Quartermaster, Fort Dade, Ga., will open bids June 22 for construction of brick roads; information on application.

Road Construction.—Robert L. Pennington, secretary Board of Supervisors, Jonesville, Va., will receive bids until June 5 for construction of about 5.5 miles of macadam roads; plans and specifications on file in Clerk's office, Jonesville, Va., or of State Highway Commission, Richmond, Va.; certified check, \$50; conviet labor to be furnished; engineer will be at Ben-Hur, Va., on May 30 to go over work with prospective bidders.

Road Machinery.—U. S. Steam Stump-Pulling & Manufacturing Co., R. L. Beasley, manager, Quincy, Fla., wants dealers' prices on road machinery; new or second-hand.

Roofing.—See "Building Materials."

Roofing.—F. P. Stearns, Fredericksburg, Va., wants addresses of manufacturers of asbestos slate for roofing.

Rubber Boots.—J. S. Cock, Christiania, Norway, wants addresses of manufacturers of wading pants with boot feet, and of rubber boots.

Saw.—J. D. Gray, Woodford, Va., wants second-hand 50 to 55-inch inserted-tooth saw.

Sawmill Machinery.—U. S. Steam Stump-Pulling & Manufacturing Co., R. L. Beasley, manager, Quincy, Fla., wants dealers' prices on sawmill machinery; new or second-hand.

Seating.—Rev. W. O. Talbert, Clifton Forge, Va., wants catalogues and prices on church pews.

Seating.—R. C. Saunders, secretary Presbyterian Church Board, Edna, Texas, wants prices on church seating.

Sewer Construction.—See "Water-works."

Sewer Construction.—Spartanburg Realty Co., Spartanburg, S. C., wants bids on material for and construction of about 12,500 feet 8-inch and 10-inch sewer pipe.

Sewer construction.—Bids will be received at office of Commissioners District of Columbia (Henry B. F. Macfarland, Henry L. West and Jay J. Morrow), Washington, D. C., until June 15 for construction of sewers; forms, specifications and information obtainable at Room 43, District Building.

Sewer Lift.—City Secretary, Houston, Texas, will receive bids until June 15 for installation of sewerage lift on Berry street; plans and specifications on file in City Engineer's office; certified check, \$350; H. B. Rice, Mayor.

Sewing Machines.—See "Awning Machinery."

Shirt Machinery.—See "Overall Machinery."

Slate (Asbestos).—See "Roofing."

Steam Shovel.—Peacock's Iron Works, Selma, Ala., wants three-quarter-yard steam shovel and two-and-one-half-yard dredge.

Tanks.—Peacock's Iron Works, Selma, Ala., in market for tank to put on a tank car of standard-gauge track, to have a capacity of 7000 gallons, and galvanized on the inside, for alcohol transportation; also three tanks for three tank cars for a 60-center-meter gauge, tanks to have a capacity of 11,000 gallons; also to be galvanized on inside.

Telephone Equipment.—Henry Watson, Mt. Sterling, Ky., manager Kentucky Telephone Co., wants prices on crossarms, braces, wire, anchors and bolts.

Tin-can Machinery.—Wm. H. Hushour, Rural Retreat, Va., wants machinery and materials for manufacturing 5, 12, 25 and 50-pound tin cans and pails.

Vault Doors.—Walnut Lake Cypress Co., Walnut Lake, Ark., wants to correspond with manufacturers of vault doors.

Wading Pants.—See "Rubber Boots."

Water Heaters.—William B. Reilly, 1506 Valmont street, New Orleans, La., wants instantaneous water heaters.

Water-works.—Board of Aldermen, Shelby, N. C., will receive bids until June 22 for construction of water-works and sewer system. Address J. F. Tiddy, clerk.

Water-works.—T. H. Collier, Mayor, Ennis, Texas, wants prices on engine, boiler and steam pump for city water-works construction.

Wire.—T. J. Wiel, 523 South Logan street, Denver, Col., wants agencies for manufacturers of plain and barbed wire, hickory handles, etc.

Wire Doors and Screens.—William B. Rely, 1503 Valmont street, New Orleans, La., wants wire doors and screens.

Wire Netting.—See "Miscellaneous Supplies."

Wire Partitions.—Hammer Bros., Keyville, Va., wants wire for store partitions.

Woodworking Machinery.—See "Planers."

Woodworking Machinery.—See "Match Machinery."

INDUSTRIAL NEWS OF INTEREST

Unbreakable Incandescent Lamp.

Messrs. W. N. Mathews Bros. of St. Louis, Mo., report a decided advance in the demand for their unbreakable incandescent lamps. Orders for May, 1908, exceeded those of May, 1907.

Southern Real Estate Offered.

The Southern Hotel block, including bank, hotel and postoffice fixtures, at Waycross, Ga., will be offered at public sale on June 30. Particulars can be obtained from A. M. Knight and A. P. Brantley.

M. R. Bacon of Albany, Ga.

M. R. Bacon will deal in second-hand machinery and establish a garage at Albany, Ga. He has been president of the Bacon Equipment Co., which has leased its shop to the Albany Foundry and Machine Works.

Boilers, Air Pumps and Compressors.

Four 150-horse-power horizontal boilers, an 80-horse-power boiler, a 40-horse-power boiler, air pumps, compressors and other machinery are offered for sale by the Monumental Iron & Metal Co., 228 West Pratt street, Baltimore, Md.

Stewart Electric Office at Kansas City

The John A. Stewart Electric Co. of Cincinnati, Ohio, has established a branch office at Kansas City, Mo., with John A. Stewart in charge. This company offers electrical and steam machinery and complete equipment.

Waterfront Site at Norfolk.

Manufacturers and others who may need a waterfront site are invited to investigate a property offered by Jos. R. Ives & Co., 143 Plume street, Norfolk, Va. The property is one of the best in the harbor and adapted for railway terminals, steel plant, shipyards or other industries.

Planning an Airship.

P. E. Alden & Son, engineers, Elkins, W. Va., have prepared detail drawings for an airship which embodies the old theories of "heavier than air" as well as "lighter than air." It is an aeroplane, with a certain amount of lifting power furnished by self-contained hydrogen gas.

Cotton and Silk Mills Offered.

Completely-equipped cotton and silk mills, for manufacturing toweling and silk goods, are offered for sale. The machinery includes 7000 spindles, 228 looms, 162 looms for silk, etc. It is located in mill buildings with ample space at Ilchester, Md. For information apply at 511 Calvert Building, Baltimore, Md.

To Place Concrete Piles.

The Raymond Concrete Pile Co., New York and Chicago, has contract for placing the concrete piles in connection with the foundation work for the Soldiers' Memorial Hall at Pittsburgh, Pa. Messrs. Palmer & Hornbostle are the architects and P. W. Finn the general contractor at Pittsburgh.

Southern Equipment Co. Facilities.

Buyers of structural steel and iron products, aluminum ware, automobile accessories are advised that the Southern Equipment Co., offices in the Union Trust Building, Baltimore, Md., is prepared to furnish those supplies. The company represents Janney, Steinmetz & Co., structural steel and iron and aluminum, and the Autolight & Motor Co. of Philadelphia, Pa.

For Storing Furs and Fabrics.

This is the season when consideration is given to the storing of furs, fabrics and other products that may be injured by summer insects, dust and dampness. It is therefore timely to advise people to investigate receptacles for protecting their goods. Such receptacles are found in the boxes manufactured by the Cedarsafe Company, No. 1 Hudson street, New York, which issues a leaflet describing its products. The company's factory is in North Carolina.

Increasing Demand for Tudor Products.

The Tudor Boiler Manufacturing Co., 711 East 3d street, Cincinnati, Ohio, is one of the companies experiencing an increasing demand as the result of reviving conditions. In March orders began to increase, and each month since then has shown a gain over the

preceding month. The company not only makes tubular and water-tube boilers, but manufactures drums, tanks and feed water heaters and a general line of steel-plate construction.

The Link Belt Company.

The death is announced of the inventor of the malleable-iron detachable drive chain—William Dana Ewart, a member of the Link Belt Co. of Philadelphia. The drive chain was first known under the name of Ewart, and has been continuously made by the Ewart Manufacturing Co. and exploited by the Link Belt Co. The link belt has formed an important part of agricultural and other duplicate machinery, and has been a strong factor in the development of elevating and conveying machinery during the past 30 years.

American Spiral Pipe Works.

The American Spiral Pipe Works of Chicago has removed its offices in New York City to the Hudson Terminal Buildings at 50 Church street. F. B. Sanborn is in charge, and is prepared to furnish complete information and prices on Taylor's spiral riveted pipe for hydraulic mining, exhaust steam and all other water supply work. This pipe is furnished 3 to 4-inch diameter up to 1/4-inch in thickness, and for pressures up to 500 pounds. It is fitted with improved forged steel flanges or all steel bolted joints. The company is also prepared to furnish forged steel flanges for all classes of pipe and other purposes, including welding flanges, boiler flanges and high-pressure steam-pipe flanges.

Northern Engineering Works' Orders

The Northern Engineering Works of Detroit, Mich., has recently shipped two 7 1/2-ton three-motor electric cranes, a five-ton 38-foot span crane and a six-ton two-motor electric crane to various parts of the country. Another Northern order was for a five-ton three-motor electric steel derrick of 75-foot radius and 60-foot lift, installed at St. Louis. The derrick is of the high-speed type, hoisting at a speed of 60 feet to 125 feet per minute, and having all its motions operated by electric motor. It is located on the river bank, handling material from river to yard, and is supported by heavy stiff legs, the frame and stiff legs being entirely of latticed steel construction.

The Uses of Steel Tubing.

Shelby tubing is made from the best quality of steel and cold drawn without seam or weld, with inside diameters from one-eighth to twenty inches and with a thickness up to one inch in the larger sizes. This indicates the numerous uses to which this tubing can be put, and many manufacturers throughout the country are consuming it in their operations. Makers of textile machinery, motor cars, bicycles, printing equipments, machine tools, mill machinery, firearms, wagons and hundreds of other articles find in seamless steel tubing just what they need to insure strength, practicability and durability in their products. That Shelby tubing embodies the highest material and workmanship is evidenced in the fact that it is manufactured by the National Tube Co., Frick Building, Pittsburgh, Pa. This company is prepared to give advice regarding Shelby tubing for any use, whether for standard products or new articles that are to be introduced.

A Scherzer Bridge for Egypt.

Cable dispatches from Cairo, Egypt, announce that contract has been awarded for the proposed bridge to span the Nile river and cost more than \$1,500,000. After an international competition the decision is that the bridge be built in accordance with plans prepared by the late Sir Benjamin Baker of London (engineer of the great Forth Bridge in Scotland) and the Scherzer Rolling Lift Bridge Co. of Chicago, the latter also furnishing consulting engineering services during the construction. The total width of the bridge will be 18 meters, divided into two footpaths of three meters each, a tramway track of five meters to carry double lines of electric tramway of one-meter gauge, and seven meters of road clearance. The structure will consist of a Scherzer rolling lift bridge with four fixed approach spans. In order to facilitate the heavy water and land traffic at this site, which is in the most prominent part of the Egyptian metropolis, the Scherzer bridge is designed to operate very rapidly, the time required to open or

close it being less than 30 seconds. Electrical equipment will be used.

Northwestern Expanded Metal Co.

The Northwestern Expanded Metal Co., Old Colony Building, Chicago, Ill., announces changes in its personnel and staff. Its new management consists of Henry Sample Ames, president; Oscar Bradford, vice-president; Wm. Hall, treasurer; W. G. Bartlett, secretary; Howard W. Foote, general manager; Ernest McCullough, chief engineer; G. F. Dodge, assistant chief engineer; C. S. Mooney, engineer and superintendent of Chicago factory, and F. M. Whetstone, superintendent of Canton (Ohio) factory. The company intends to be especially active in advancing its reinforced concrete department, using expanded metal on the company's unit system. Mr. McCullough has been engaged in general engineering for 22 years and is a well-known contributor to the technical press, being the author of "Reinforced Concrete—A Manual of Practice," appearing in serial form in the Cement Era; "The Business of Contracting" and various other publications. Mr. Dodge was for three years instructor in mechanical engineering at Ames, Iowa; four years with the Illinois Steel Co., one year with the Western Electric Co. and two years with the U. S. Smelting Co. of Salt Lake City.

TRADE LITERATURE.

Bissell Company's June Calendar.

The F. Bissell Company, wholesale electrical supplies and machinery, Toledo, Ohio, has issued its card calendar for June. The card is handy for desk use and as a reminder of Bissell facilities.

Cortright Metal Shingle Advocate.

Timely data on metal shingles will be found in the Cortright Metal Shingle Advocate for May. Its pages include illustrations of various kinds of buildings on which the Cortright products have been used. As the building season is advancing rapidly, architects, contractors, carpenters, tinners and others interested in improved modern roofing are invited to send their lists to the Advocate publisher, the Cortright Metal Roofing Co., 50 North 23d street, Philadelphia, Pa. This is the well-known manufacturer of metal roofing.

H. Krantz Electrical Apparatus.

Engineers for electrical installations, buyers of electrical apparatus and dealers in equipment of that class will find conveniently arranged data for their use in the H. Krantz bulletins. These publications tell of the Krantz switch, panel and distributing boards, automatic tank and pump switches for motor-driven pumping outfits, the Jones panel board, standard and water-tight boxes, etc. The bulletins were issued separately, but have been bound together for convenience. The H. Krantz Manufacturing Co., 160 7th street, Brooklyn, N. Y., is the manufacturer of the apparatus listed.

Underground Wire Rope Haulage.

Modern uses for coal make a constantly increasing demand for greater output. The principal means of meeting this demand is extended underground work. A subsequent need is for methods of collection and rapid delivery to the central point for screening and shipping. For this purpose underground wire-rope haulage is largely adopted, and a modern system of this type is offered by the Broderick & Bascom Rope Co. of St. Louis, Mo. This company is now distributing an interesting book to describe its equipment. It presents full explanations and many views of the system as successfully applied in the workings of the Coal Valley Mining Co. at Sherrard and Cable, Ill.

Finest Imported Swedish Steel.

Swedish iron and steel, on account of the purity of the ore and fuel used in making them, have for many years held a high position among the representative products of the iron and steel industry of the world. In this connection it is timely to state that some of the largest and most important iron and steel works in Sweden are represented in this country by the Swedish Iron and Steel Corporation of 16 Exchange place, New York, and L. & L. & G. Building, New Orleans, La. This company imports Swedish tool steel, anvils, chains, charcoal bar and pig iron, billets and blooms, hardware specialties, etc. It has issued an illustrated pamphlet describing the various steel products offered to purchasers, and is prepared to send copies to inquirers.

Garvin Standard Milling Machines.

The international catalogue of the Garvin Machine Co. is printed in English, French

and German. It is descriptive of the company's make of standard milling machines, which have become noted for their worth in various countries. Included in the tools illustrated is the universal and plain milling machine, constant-drive universal and plain milling machine, vertical milling machine, motor-driven milling machines, universal cutter and tool grinder, die slotting machine and the milling machine tool. Established in 1865, the Garvin enterprise has steadily grown because of the uniform merit of the machines it has offered to the industrial world. For economy, efficiency and durability these machines are offered to the most exacting users. Address the company's main offices, Spring and Varriek streets, New York.

Lincoln Variable-Speed Motors.

With the creation of new conditions in any manufacturing or engineering problem, the natural and initial tendency is an effort to adapt the then existing standards to the new conditions by changes and makeshifts until American ingenuity, setting aside all preconceived ideas, has worked on the problem afresh and has designed a style of apparatus peculiarly suited to the nature of the work which it is called upon to perform. This, in brief, is the history which led to the development of the Lincoln variable-speed motor. A complete description of the Lincoln motors is presented in an illustrated pamphlet now being distributed. All the interesting details are stated and the important factors tending to efficiency, economy and durability are explained. The Lincoln Motor Works Co., Caxton Building, Cleveland, Ohio, manufactures the motors.

Burrows Ball-Bearing Jacks.

"The Jack of Quality" is the title of a booklet which describes and illustrates the Burrows ball-bearing jacks, which are constructed of such high-grade material and in such a scientifically mechanical manner that with a jack weighing 150 pounds one man is able to raise easily 40 tons. Strength, durability and ease of operation are the prime features of the Burrows jack, and it is made of the highest-grade malleable castings, crucible steel shafting, steel drop-forged gears, and in modern shops fitted with modern machinery, by the most careful and skilled workmen. This make of lifting jack has earned an enviable reputation among users throughout the country. It is manufactured by Messrs. Topping Brothers of 122 Chambers street, New York. They also present in the booklet data as to their lightning track drills, lightning tool grinders, with carbide wheel, and Totten's brake beam clamp.

Hais Coal-Handling Machinery.

Many years' experience has enabled the George Hais Manufacturing Co. to produce apparatus well adapted to withstand the unusual and hard conditions of service to which coal-handling machinery is exposed. Great care and skill is taken in designing and manufacturing the equipments, and they are offered as enduring the roughest handling with the minimum amount of attention. The company distributes an illustrated pamphlet describing some typical coal-handling plants employing its apparatus. These embrace a wide variety of conditions, and the Hais Company invites people to correspond with the owners or to call on them in person and make full inquiries. The Hais publication is replete with photographic reproductions of coal-handling plants, and will be found of timely interest to parties interested in such installations. The Geo. Hais Manufacturing Co. has its main offices at 141st street and Rider avenue, New York.

Struthers Slag Cement.

Contractors and engineers will find interesting data for their consideration in an illustrated book now being distributed. This publication tells of Struthers cement, which has been on the market for six years and been used in some of the most important concrete-work construction. The material is used for foundations, retaining walls, arches, drainage ducts, dams and the concrete base for street paving. Among prominent buyers of Struthers cement is the Carnegie Steel Co., which purchased 100,000 barrels of it at a higher price than submitted by competitors. The book contains numerous photographic views of structures in which Struthers slag cement has been used. It also includes copies of letters from architects and engineers praising the high-grade character and uniform quality of Struthers cement. These copies of the letters are printed in connection with photographic reproductions of the buildings and other work to which they refer. The Struthers Furnace Co. of Struthers, Ohio, manufactures Struthers slag cement.

New Link Chain Belt Catalogue.

An interesting and timely publication is general catalogue No. 20, now being distributed by the Link Chain Belt Co., 52 Dey street, New York. It presents many illustrations reproduced from photographs of the company's machinery in actual use, and gives a general idea of its line of elevating and conveying machinery, which can be adapted to almost every known industry. These elevating, conveying and power-transmitting devices are installed for operation in coal, ash, sand and grain elevators, cottonseed and linseed oil mills, starch works, breweries, distilleries, sugar refineries, cement plants, phosphate works, tanneries and other industrial establishments. New patterns and devices are constantly being added to make the equipments completely up to date. The company's offerings include the well-known Clouser high-speed detachable link chain belt. The Link Belt Chain Co. will furnish prices on any of its products, or will furnish plans and estimates for complete installations.

Gas Engine and Producer Economy.

The economy of the gas engine and suction gas producer is no longer questioned, but its reliability and durability is of great concern to purchasers. Relating to this is the Weber brochure No. 57, which illustrates an electric-light plant that furnished the street and commercial lighting in a small town of about 1000 inhabitants. It tells of how, when financial failure was staring the town in the face three years ago, due to lack of economy of the steam-power plant, a Weber gas-power plant was purchased and installed, and how there resulted an economical performance of one and one-fifth pounds of coal per boiler-horse-power hour, including stand-by losses, with never a single shut-down or interruption in service, etc., and repairs amounting to less than \$5 has made a comfortable dividend each year. Gas-power has made it possible, practical and profitable for very small towns to have the modern convenience of electric-light and power. The Weber Gas Engine Co. of Kansas City, Mo., will send the brochure to inquirers.

Vertical Self-Oiling Steam Engine.

It was with the distinct purpose of producing small high-speed engines equally as dependable as the best large high-grade automatic engines that the "ABC" type A and type E vertical enclosed self-oiling engines were designed. These engines are offered as combining graceful lines, a novel oiling system and the best of materials, properly proportioned, finely finished and perfectly fitted. It is stated they will operate continuously three months or more, requiring no other attention than the filling of the sight-feed cylinder lubricator. A further statement is that nearly all of these engines have operated five months before any oil was added to the initial supply, and that some have operated two years with the addition of less than five gallons of oil and only one adjustment. The "ABC" vertical self-oiling steam engines are built by the American Blower Co., Detroit, Mich. Illustrated sectional catalogue No. 232 describes the engines. It is replete with photographic views, diagrams and tables to elucidate the text.

Sullivan Rock Channelers.

The excavation of rock by machinery is the subject of an interesting illustrated pamphlet now being distributed. The publication tells especially of the advantages of the Sullivan channelling machine for quarrying dimension stone and for cutting rock walls of canals, wheel pits, railroad cuts and similar engineering works. This channeler consists of a reciprocating engine, operated by steam or air power, mounted on a standard and driving a steel bit, or gang of bits, fastened to the lower end of the piston rod. The standard is mounted on a frame or car, which runs on a track and is propelled back and forth by a feed engine. In this way it cuts a narrow slot or channel from the whole mass without the shattering and damage attendant on the use of explosives. The Sullivan equipment is used for cutting marble, sandstone, limestone, slate, soapstone, rock, granites, etc. It is manufactured by the Sullivan Machinery Co., Railway Exchange Building, Chicago, Ill. The Corliss straight-line air compressors manufactured by the company are described in Bulletin No. 58D.

Designing Methods in Reinforced Concrete.

A bulletin now being distributed is the first of a series that will be issued on designing methods for reinforced concrete construction. It is published by the Expanded Metal and Corrugated Bar Co. of St. Louis, Mo., which is prepared to furnish corrugated bars bent as required, ready to place in the forms, and make detailed drawings from the general

plans for this work. If the specifications permit the use of inferior forms of reinforcing materials, the company can furnish plain or twisted steel bars. The economy unit frame represents a late development in unit construction, and the company has secured control of the sale of the frames in the United States, Mexico, Cuba and the Hawaiian Islands. It will be found an efficient and economical aid to accurate and rapid construction, and combines the best features of the "built-up girder" and "loose-bar" methods of construction. The economy unit frame in connection with the spring-lock bar spacer makes possible the accurate placing of both beam and slab reinforcement.

Circling the Globe in Work.

The success of American industrial and commercial institutions in making themselves factors in the world's business affairs is well evidenced in a booklet entitled "At Work Around the World," containing an account of the activities in five different continents of the associated organizations of J. G. White & Co., Inc., engineers and constructors, 41-43 Wall street, New York; J. G. White & Co., Ltd., electrical, mechanical and civil engineers, 9 Cloak lane, Cannon street, London, E. C.; Waring White Building Co., Ltd., building construction, Oceanic House, 1A Cockspur street, London, S. W.; and Canadian White Co., Ltd., engineers, constructors, Sovereign Bank Building, Montreal, Canada.

These companies conduct a general engineering and construction business on a broad and comprehensive scale. Their field of operation is practically universal, as witnessed by extensive works, completed or in progress in all parts of the world. The character of their contracts is widely varied, large undertakings of the companies being represented under each of the following classifications: Electric railways, steam railroads, electric-light and power plants, electrical transmission and distribution systems, building construction, water-power developments, irrigation works, harbor works, water-works, gas-lighting plants, industrial plants, etc. They also supervise or manage the operation of public-service corporations, such as electric railways, electric-lighting and gas properties.

The booklet contains a map and illustrations which graphically describe the wide distribution and unusual scope of the enterprises with which the associated companies have been identified. A tour of inspection covering the more important of these engineering and construction undertakings, completed and under way, would necessitate the circling of the globe and traveling in all about 50,000 miles. The time required for such a tour would be nearly two years, and the average distance between points of operations would be less than 250 miles.

To give some idea of the vastness of these undertakings and following the natural course as if on a complete inspection tour of all of the work, a traveler would begin with the numerous contracts of J. G. White & Co., Inc., in New England, New York, Pennsylvania, Ohio, Indiana, Illinois, Wisconsin, Iowa and Colorado, proceeding to Helena, Mont., and thence to Monterey, Mexico, and in these various places would be seen water-power developments, electric railways and power plants, gas plants, water-works and irrigation works. From Monterey the tour would be continued to the Pacific coast to embark for the Philippine Islands, where the stay would necessarily be prolonged to afford time for inspection of the works of the company in all parts of the archipelago, including steam railroads, harbor works, the Manila electric railroad and lighting properties and the new United States naval coaling station at Olongapo. On leaving the Philippines the work of J. G. White & Co., Inc., would be left for a

while and a voyage made to New Zealand to take up the work of J. G. White & Co., Ltd., on the electric tramways systems at Auckland, and to Australia on the electric tramways systems at North Melbourne and Perth, a mine pumping plant, working at a remarkable depth in the Deep Leeds district and in the arid western section of Australia at the mining town of Kalgoorlie, where a large electric-light and power plant was built that successfully met the problem of scanty and very bad feed water. The work of this company would then be continued through India, France, Holland, England and several of the countries of South American, a circuit of two-thirds of the globe. Complete electric tramways for municipalities and corporations, together with lighting and power plants designed to successfully operate under nearly all possible conditions, would command the traveler's attention on this part of the tour. The character of the work varies from the installation of the underground conduit system on the tramway lines of London to the building of an entire new tramway system in a South American capital, where many of the main streets are so narrow and tortuous as to require special designs of track, cars and overhead electrical construction. While in the British Isles a second tour would be necessary to view the building construction work of the Waring White Company, Ltd. Unlike most of the surrounding edifices, nearly all of these buildings are of steel-frame construction, and fine specimens of this class of work may be seen in large hotels, office, residential and public buildings. Some of these are splendid types of architecture, being designed by the leading British architects of the day. Finally, the traveler would come back to North America, where two shorter trips would have to be taken to complete the inspection. One of these would cross Canada from St. Johns to Saskatoon, inspecting en route handsome buildings, steam and water-power plants and steam railroad construction of the Canadian White Company, Ltd. The second trip would be made southward through Baltimore, Washington and the South Atlantic States, and thence to the West Indies, and examples of the same classes of work seen in Canada would be found in addition to extensive electric street railways.

In fact, to get a thorough idea of the broad ramifications of these associated companies such a tour would be necessary, yet the story of it all has been so graphically told and illustrated in this booklet that it causes one to view with wonder and admiration the many successful achievements in all parts of the world accomplished by the associated companies, the leading spirits in which are of American brains and American energies.

The Commercial and Industrial Association of Selma, Ala., is circulating in pamphlet form a brief statement of facts concerning the adaptability of the soil of Dallas county, in which Selma lies, to successful tobacco culture.

Mr. D. A. Tompkins of Charlotte, N. C., and Mr. Arthur B. Chapin of Boston, Mass., will be the speakers at the graduation exercises on May 20 of the New Bedford (Mass.) Textile School.

A. M. Smith, according to a dispatch from Elkins, W. Va., has been appointed general manager of the Coal & Coke Railway, succeeding Edwin Bower, resigned.

The Mississippi Central Railroad has opened its new line from Hattiesburg to Natchez, Miss., for through service.

Trinity College, Durham, N. C., will unveil on June 10 the statue in memory of Washington Duke.

FINANCIAL NEWS**Review of the Baltimore Market.**

Office MANUFACTURERS' RECORD,
Baltimore, Md., May 27.

The Baltimore stock market has been quiet during the week. In the trading United Railways common sold at 10½; do. trust certificates, 10%; do. income bonds, from 51½ to 52½; do. funding 5s, from 79 to 79½; do. scrip, 79 to 79½; do. 4s, 80½ to 85½; United Light & Power 4½s, 88 to 87; Consolidated Gas 4½s, 90; Seaboard Company first preferred, 35; Seaboard 4s, 51½ to 52; do. three-year 5s, 89%; Consolidated Cotton Duck preferred, 23; Mt. Vernon-Woodberry Cotton Duck 5s, 74 to 73½; G.-B.-S. Brewing 1sts, 42½ to 43.

Bank stock sold as follows: Bank of Baltimore, 110; Calvert, 60; Howard, 12½; Union, 116½; Citizens', 32; Mechanics', 26.

Fidelity & Deposit sold at 125; United States Fidelity & Guaranty, 110; Mercantile Trust, 117; Maryland Casualty, 60.

Other securities were traded in as follows: Northern Central Railway stock, 90¼ to 89; Western Maryland Railway stock, 6½ to 6; Baltimore City Passenger 5s, 101 to 101½; Georgia, Carolina & Northern 5s, 98 to 98½; Washington-Vandemere 4½s, 93¼ to 93½; Baltimore Electric 5s, stamped, 88 to 90; Carolina Central 4s, 80½; City & Suburban (Washington) 5s, 100 to 100½; West Virginia Central 6s, 103¼; Wilmington, Columbia & Augusta 5s, 103¼; Atlantic Coast Line of Connecticut stock, 205; Consolidation Coal, 87; Atlantic Coast Line Consolidated 4s, 92½ to 92¾; Baltimore City 5s, 1916, 106; do. 4s, 1926, 103; Houston Oil common, 6¼ to 6½; Western Maryland 4s, 71; North Carolina 4s, 101; Baltimore City 3½s, 1980, 95½; Georgia & Alabama Consolidated 5s, 96 to 96½; Richmond & Danville debenture 5s, 98; Wilmington & Newbern 4s, 90; Atlantic Coast Line of Connecticut 4s, certificates, 5-20s, 82; Richmond & Danville 6s, 108½; Baltimore & Harriaburg preferred, 10½; Baltimore, Sparrows Point & Chesapeake 4½s, 93.

SECURITIES AT BALTIMORE.

Last Quotations for the Week Ended
May 27, 1908.

Railroad Stocks.	Par.	Bid.	Asked.
Atlantic Coast.....	100	90	92
Atlantic Coast of Connecticut.....	100	200	220
Georgia Sou. & Fla. 1st Pfd.....	100	90	90
Seaboard Company Common.....	100	6	7
Seaboard Company 2d Pfd.....	100	11½	12½
United Rys. & Elec. Co.....	60	19	10½
Western Maryland.....	60	5¼	6

Bank Stocks.	Par.	Bid.	Asked.
Citizens' National Bank.....	10	31	...
Commer. & Far. White Cfs.....	100	...	100
First National Bank.....	100	...	130
Merchants' National Bank.....	100	163	...
National Howard Bank.....	10	12½	...
National Marine Bank.....	20	35	40
National Mechanics' Bank.....	10	25	...
National Union Bank of Md.....	100	115	120
Third National Bank.....	100	115	120
Western National Bank.....	20	22½	...

Trust, Fidelity and Casualty Stocks.	Par.	Bid.	Asked.
Baltimore Trust & Guaranty.....	100	275	285
Continental Trust.....	100	165	175
Fidelity & Deposit.....	60	120	125
Maryland Casualty.....	25	80	85
Mercantile Trust & Deposit.....	60	112	116
U. S. Fidelity & Guaranty.....	100	...	111

Miscellaneous Stocks.	Par.	Bid.	Asked.
Ala. Con. Coal & Iron.....	100	24	...
Ala. Coal & Iron Pfd.....	100	70	80
Con. Cotton Duck Pfd.....	50	...	23
Con. Gas, Elec. L. & P. Pfd.....	100	75	76
Consolidation Coal.....	100	86	88
G.-B.-S. Brewing Co.....	100	...	4½

Railroad Bonds.	Par.	Bid.	Asked.
Albany & Northern 5s, 1940.....	100	93	...
Atlanta & Charlotte Ext. 4½s.....	100	90½	...
Atlantic Coast Line 1st 4s, 1962.....	100	92½	93
Atlantic Coast Line 4s, Cfs.....	100	73½	75
Balto. & Harriaburg 5s, 1936.....	100	96	100
Balto. & Harriaburg Ext. 5s, 1938.....	100	...	101
Carolina Central 4s, 1948.....	100	...	99½
Charleston & West. Car. 5s, 1948.....	100	...	100
Char. Col. & Aug. 1st 5s, 1910.....	100	102½	...
Coal & Iron Railway 5s, 1930.....	100	97	98
Columbia & Greenville 1st 6s, 1916.....	100	108½	109
Florida Southern 4s, 1940.....	100	84	...
Georgia & Alabama 5s, 1945.....	100	96	97
Georgia, Car. & North. 1st 5s, 1929.....	100	96½	97
Georgia Pacific 1st 5s, 1925.....	100	...	109
Georgia Sou. & Fla. 1st 5s, 1945.....	100	103½	...
Potomac Valley 1st 5s, 1941.....	100	101	106
Richmond & Dan. Gold 5s, 1915.....	100	108½	109
Savannah, Fla. & West. 5s, 1944.....	100	...	106
Seaboard Air Line 4s, 1960.....	100	51	51½
Seaboard Air Line 5s, 10-year, 1911.....	100	87	90

Seaboard Air Line 5s, 3-year.....	89 1/2	90
Seaboard & Roanoke 5s, 1926.....	100	103 1/2
South Carolina & Georgia 5s.....	102	102
Southern Railway Con. 5s, 1994.....	109	102
Washington-Vandeman 4 1/2s.....	93 1/2	94 1/2
Western Maryland 4s, 1932.....	70	72
Western North Car. Con. 5s, 1914.....	106	106
West Virginia Cen. 1st 5s, 1911.....	103	103 1/2
Wilmington & Weldon 4s.....	91	96
Washington Terminal 3 1/2s.....	89 1/2	89 1/2

Street Railway Bonds.

Anacostia & Potomac 5s, 1949.....	100	100
Augusta Ry. & Elec. 5s, 1940.....	96	96
Baltimore City Passenger 5s, 1911.....	101 1/2	101 1/2
Balto., Spar. Pt. & Ches. 4 1/2s.....	92 1/2	93
Charleston City Railway 5s, 1923.....	103	103
Charleston Con. Elec. 5s, 1909.....	97 1/2	97 1/2
City & Suburban 5s (Balt.), 1922.....	110	110
City & Suburban 5s (Wash.), 1948.....	100 1/2	103
Knoxville Traction 1st 5s, 1928.....	101	101
Memphis Street Railway 5s.....	89 1/2	89 1/2
Lake Roland Elevated 5s, 1942.....	108 1/2	108 1/2
Lexington Ry. 1st 5s, 1949.....	95 1/2	95 1/2
Macon Ry. & Lt. 1st Con. 5s, 1953.....	91	91
Metropolitan 5s (Wash.), 1925.....	107	107
Norfolk Street Railway 5s, 1944.....	105	110
Richmond Traction 5s.....	100	103 1/2
United Railways 1st 4s, 1949.....	85 1/2	85 1/2
United Railways Inc. 4s, 1949.....	51 1/2	52
United Railways Funding 5s.....	79 1/2	80

Miscellaneous Bonds.

Baltimore Electric 5s, stpd.....	88 1/2	89
Consolidated Coal refdg. 4 1/2s.....	92 1/2	93
Consolidated Gas 5s, 1910.....	104	104
Consolidated Gas 5s, 1939.....	119	119
Consolidated Gas 4 1/2s.....	89 1/2	90
G. B. S. Brewing 1st 5s.....	42	43
G. B. S. Brewing 2d Inc.....	13 1/2	14 1/2
Mt. Vernon-Woodby Cot. Duck 5s.....	73 1/2	73 1/2
United Elec. Lt. & Power 4 1/2s.....	86	88

SOUTHERN COTTON-MILL STOCKS.

Quotations Furnished by Hugh MacRae & Co., Wilmington, N. C., for Week Ending May 25.

	Bid.	Asked.
Abbeville Cotton Mills (S. C.).....	81	81
Aiken Mfg. Co. (S. C.).....	90	90
American Spinning Co. (S. C.).....	145	148
Anderson Cotton Mills (S. C.).....	70	70
Arkwright Mills (S. C.).....	105	110
Augusta Factory (Ga.).....	65	70
Avondale Mills (Ala.).....	115	125
Belton Mills (S. C.).....	105	108
Bibb Mfg. Co. (Ga.).....	105	113 1/2
Brandon Mills (S. C.).....	125	126
Cabarrus Cotton Mills (N. C.).....	110	130
Chiquola Mfg. Co. (S. C.).....	126	132
Clifton Cotton Mills (S. C.).....	102	106
Clifton Mfg. Co. (S. C.) Pfd.....	90 1/2	101
Clinton Cotton Mills (S. C.).....	120	120
Columbus Mfg. Co. (Ga.).....	97 1/2	97 1/2
Courtenay Mfg. Co. (S. C.).....	90	95
Dallas Mfg. Co. (Ala.).....	78	80
Darlington Mfg. Co. (S. C.).....	100	100
Drayton Mills (S. C.).....	125	137 1/2
Eagle & Phenix Mills (Ga.).....	135	146
Easley Cotton Mills (S. C.).....	100	100
Enoree Mfg. Co. (S. C.).....	85	90
Enterprise Mfg. Co. (Ga.).....	240	240
Exposition Cotton Mills (S. C.).....	75	75
Gaffney Mfg. Co. (S. C.).....	56	56
Gainesville Cotton Mills (S. C.).....	40	40
Granby Cot. Mills (S. C.) 1st Pfd.....	160	160
Graniteville Mfg. Co. (S. C.).....	90	90
Greenwood Cotton Mills (S. C.).....	115	118
Grendel Mills (S. C.).....	160	175
Henrietta Mills (N. C.).....	115	125
King Mfg. Co. (S. C.).....	115	125
Lancaster Cotton Mills (S. C.).....	91	96
Lancaster Cot. Mills (S. C.) Pfd.....	91	96
Langley Mfg. Co. (S. C.).....	140	140
Laurens Cotton Mills (S. C.).....	140	150
Limestone Mills (S. C.).....	140	150
Lockhart Mills (S. C.).....	97	97
Lockhart Mills (S. C.) Pfd.....	97	97
Loray Mills (S. C.).....	90	96
Marlboro Cotton Mills (S. C.).....	105	105
Mayo Mills (N. C.).....	105	105
Mills Mfg. Co. (S. C.).....	103	103
Mills Mfg. Co. (S. C.) Pfd.....	110	110
Monaghan Mills (S. C.).....	113	113
Monarch Cotton Mills (S. C.).....	102	102
Newberry Cotton Mills (S. C.).....	145	145
Norris Cotton Mills (S. C.).....	115	115
Olympia Cot. Mills (S. C.) 1st Pfd.....	68	68
Orangeburg Mfg. Co. (S. C.) Pfd.....	100	106
Orr Cotton Mills (S. C.).....	100	106
Pacolet Mfg. Co. (S. C.).....	153	153
Pacolet Mfg. Co. (S. C.) Pfd.....	95	97
Pelzer Mfg. Co. (S. C.).....	165	167 1/2
Piedmont Mfg. Co. (S. C.).....	170	175
Poe Mfg. Co. (S. C.).....	114	127 1/2
Raleigh Cotton Mills (N. C.).....	105	105
Richland Cot. Mills (S. C.) Pfd.....	55	55
Roanoke Mills (N. C.).....	175	175
Saxon Mills (N. C.).....	59 1/2	63
Sibley Mfg. Co. (S. C.).....	140	145
Spartan Mills (S. C.).....	100	100
Springstein Mills (S. C.).....	195	195
Tucapau Mills (S. C.).....	140	140
Trion Mfg. Co. (Ga.).....	60	60
Union-Buffalo Mills (S. C.) 1st Pfd.....	120	125 1/2
Victor Mfg. Co. (S. C.).....	92	93 1/2
Warren Mfg. Co. (S. C.) Pfd.....	22	22
Washington Mills (Va.).....	100	110
Washington Mills (Va.) Pfd.....	100	110
Whitney Mfg. Co. (S. C.).....	140	140
Williamston Mills (S. C.).....	114	114
Wiscasset Mills (N. C.).....	130	135
Woodruff Cotton Mills (S. C.).....	122	130
Woodside Cotton Mills (S. C.).....	104	105

Quotations Furnished by William S. Glenn, Broker, Spartanburg, S. C., for Week Ending May 25.

	Bid.	Asked.
Abbeville Cotton Mills (S. C.).....	80	80
Aetna Cotton Mills (S. C.) Pfd.....	80	80
Aiken Mfg. Co. (S. C.).....	82	82
American Spinning Co. (S. C.).....	145	145
Anderson Cotton Mills (S. C.).....	75	75
Arcadia Mills (S. C.).....	95	100
Arkwright Cotton Mills (S. C.).....	105	105
Augusta Factory (Ga.).....	65	70
Avondale Mills (Ala.).....	110	107
Belton Mills (S. C.).....	120	125
Brandon Mills (S. C.).....	40	45
Brogan Mills (S. C.).....	125	125
Cabarrus Cotton Mills (N. C.).....	103	103
Chadwick Mfg. Co. (N. C.) Pfd.....	120	125
Chiquola Mfg. Co. (S. C.).....	103	107
Clifton Mfg. Co. (S. C.).....	103	103
Clifton Mfg. Co. (S. C.) Pfd.....	101	101
Clinton Cotton Mills (S. C.).....	100	120
Columbus Mfg. Co. (Ga.).....	94	98
Courtenay Mfg. Co. (S. C.).....	100	100
Dallas Mfg. Co. (Ala.).....	90	95



SAINT ANTHONY HOTEL FOR SAN ANTONIO, TEXAS, TO COST \$400,000.

Reinforced concrete; seven stories; fireproof; steam heat; gas and electric lighting; electric elevators; refrigerating and laundry equipment; size, 124x151 feet; owners, N. B. Naylor and A. B. Jones; architect, J. Flood Walker; contractor, Selden-Breck Construction Co. of St. Louis.

Darlington Mfg. Co. (S. C.).....	80	85
D. E. Converse Co. (S. C.).....	112	112
Drayton Mills (S. C.).....	100	100
Eagle & Phenix Mills (Ga.).....	130	135
Easley Cotton Mills (S. C.).....	145	150
Enoree Mfg. Co. (S. C.).....	70	82
Enterprise Mfg. Co. (Ga.).....	100	102
Exposition Cotton Mills (Ga.).....	225	225
Gaffney Mfg. Co. (S. C.).....	75	75
Gainesville Cotton Mills (Ga.).....	60	60
Glenwood Cotton Mills (S. C.).....	122	122
Gluck Mills (S. C.).....	90	98
Granby Cot. Mills (S. C.) 1st Pfd.....	160	160
Graniteville Mfg. Co. (S. C.).....	160	160
Greenwood Cotton Mills (S. C.).....	90	94
Grendel Mills (S. C.).....	115	117 1/2
Hartsville Cotton Mill (S. C.).....	115	120
Henrietta Mills (N. C.).....	165	165
Inman Mills (S. C.).....	100	110
Kling Mfg. Co. (S. C.).....	97	102
Lancaster Cotton Mills (S. C.).....	109	109
Lancaster Cot. Mills (S. C.) Pfd.....	92	96
Langley Mfg. Co. (S. C.).....	150	162
Laurens Mills (S. C.).....	140	150
Limestone Mills (S. C.).....	140	150
Lockhart Mills (S. C.).....	70	83
Lockhart Mills (S. C.) Pfd.....	101	101
Loray Cotton Mills (N. C.) Pfd.....	90	100
Marlboro Cotton Mills (S. C.).....	80	90
Mills Mfg. Co. (S. C.).....	105	105
Molokoh Mfg. Co. (S. C.).....	100	100
Monaghan Mills (S. C.).....	98	102
Monarch Cotton Mills (S. C.).....	127	127
Newberry Cotton Mills (S. C.).....	115	120
Ninety-Six Cotton Mills (S. C.).....	112	122
Norris Cotton Mills (S. C.).....	90	90
Odell Mfg. Co. (N. C.).....	70	80
Olympia Cotton Mills (S. C.).....	100	105
Orr Cotton Mills (S. C.).....	100	105
Pacolet Mfg. Co. (S. C.).....	101	104
Pacolet Mfg. Co. (S. C.) Pfd.....	167	175
Pelzer Mfg. Co. (S. C.).....	170	170
Poe Mfg. Co. (S. C.).....	125	130
Saxon Mills (S. C.).....	122	130
Sibley Mfg. Co. (Ga.).....	58	63
Spartan Mills (S. C.).....	140	148
Trion Mfg. Co. (Ga.).....	132	140
Tucapau Mills (S. C.).....	200	200
Union-Buffalo (S. C.) 1st Pfd.....	20	25
Union-Buffalo (S. C.) 2d Pfd.....	130	130
Victor Mfg. Co. (S. C.).....	90	97
Warren Mfg. Co. (S. C.).....	102	107
Washington Mills (Va.).....	20	25
Washington Mills (Va.) Pfd.....	100	105
Watts Mills (S. C.).....	100	105
Whitney Mfg. Co. (S. C.).....	140	140
Williamston Mills (S. C.).....	164	164
Wiscasset Mills (N. C.).....	127	127
Woodruff Cotton Mills (S. C.).....	124	130
Woodside Cotton Mills (S. C.).....	110	110

American Bank Reporter.

The American Bank Reporter for March, 1908, has been issued from the presses of the Steurer Publishing Co., 22 Pine street, New York. This is the seventy-third year of this old and standard publication, which, as usual, is printed and bound in a superior style, with a thumb index. It contains an alphabetical list of all banks in the United States and Canada, their arrangement being by States, and showing the names of officers and correspondents, with the amount of capital, loans, deposits, undivided profits and surplus. The principal loan, trust and investment companies are also covered. In addition to the foregoing, the

book contains a list of attorneys in this country and Canada, an alphabetical list of bank officers, foreign banks and bankers, directors of banks in the principal cities, a synopsis of banking and commercial laws of the different States and Canada, besides much other data of value to all business men. There are also many maps, which will be found particularly useful.

Bank Reports.

The First National Bank of Richmond, Va., reports May 14, 1908, loans and discounts, \$5,544,013; cash and due from banks, \$1,586,601; capital, \$1,000,000; surplus fund, \$700,000; undivided profits, \$103,267; circulation, \$994,400; deposits, \$5,041,687; total resources, \$8,603,835. John B. Purcell is president; John M. Miller, Jr., vice-president and cashier; Chas. R. Burnett, J. C. Joplin, W. P. Shelton and Alex. F. Ryland, assistant cashiers.

The First National Bank of Birmingham, Ala., reports May 14, 1908, loans and discounts, \$5,569,084; total cash, \$3,063,931; capital stock, \$1,000,000; surplus and profits, \$668,917; circulation, \$950,000; total deposits, \$7,595,209; total resources, \$10,214,127. W. P. G. Harding is president; J. H. Woodward and J. H. Barr, vice-presidents; Thomas Hopkins, cashier; F. S. Foster and Thomas Bowron, assistant cashiers; J. E. Ozburn, secretary savings department.

Manual of Statistics.

The Manual of Statistics for 1908 has been issued by the company of that name, 20 Vesey street, New York. This is the thirtieth annual issue of this well-known and valuable stock exchange handbook. It covers data concerning railroad, industrial and Government securities, official quotations, information concerning the grain, provision and cotton markets, money, banks and trust companies. It is a handy volume of nearly 1100 pages, compactly made, yet with good type. There is a thumb index, which makes reference to its pages easy and rapid. It contains many maps of railroads that are useful in connection with the facts concerning the lines. The binding is green cloth, with gold lettering.

The Bankers' Encyclopedia.

The twenty-seventh volume of the Bankers' Encyclopedia, dated March, 1908, has just been issued by the Bankers' Encyclopedia Co., suite 1402-77 East Jackson Boulevard, Chicago, Ill. The book is a new and original compilation of the banks, bankers, savings banks and loan and trust companies in the United States, Canada and Mexico, giving full statements of their liabilities, resources, names of officers, reserve agents and correspondents, and other valuable information devoted to the interests of banks, bankers, attorneys and merchants. It is handsomely bound in blue cloth, with gilt lettering, has thumb index and contains colored maps of each State in the Union.

Mississippi Banks.

E. J. Smith, auditor of public accounts, has issued a tabular statement of the condition of the 308 State banks, including 27 branch banks, of Mississippi at the close of business March 14, 1908, which shows: Total resources, \$59,035,557; loans and discounts on personal endorsements, real estate and collateral securities, \$36,027,804; overdrafts secured and demand loans, \$4,848,392; sight exchange, \$9,073,905; cash on hand, \$3,424,212; capital stock paid in, \$12,517,679; surplus, \$2,747,504; undivided profits, \$1,806,220; individual deposits subject to check, \$35,327,035; time certificates of deposit, \$4,219,417.

B. & O. April Statement.

The Baltimore & Ohio Railroad Co. has issued a statement of earnings and expenses for April, covering the entire system and making comparison with April of last year. Gross earnings \$5,024,785; decrease \$2,082,885; net earnings \$1,104,500; decrease \$1,334,185. For the 10 months ended April 30—comparison being made with the corresponding period of last year—the gross earnings were \$63,080,036; decrease \$4,596,952; net earnings \$16,830,086; decrease \$5,633,911.

Seaboard Certificates Sold.

The Seaboard Air Line has sold \$3,000,000 of receivers' certificates in New York, the National City Bank being the syndicate manager, and it is reported that the issue was oversubscribed. The certificates are to bear 6 per cent. interest and to run for three years from June 1, but it is optional with the receivers to redeem them after six months.

New Corporations.

Altavista, Va.—The Altavista National Bank has been organized with \$25,000 capital. The directors are H. L. Lane, president; W. Fauntleroy, B. R. Powell, C. Q. Edwards, Dr. W. O. Smith, W. S. Frazier, E. T. Yeaman, H. W. Adams, E. A. Smith and J. W. Hutcheson. Business is to begin about August 1.

Ardmore, Okla.—The Ardmore State Bank has been incorporated with \$25,000 capital by L. H. Love, F. P. Von Keller, C. T. Barringer, Harold Wallace, E. A. Walker, Byron Drew and George Dashner.

Bryson City, N. C.—The Bryson City Bank & Office Building Co. has been granted a charter; capital \$20,000. The incorporators are D. K. Collins, T. D. Bryson, S. W. Black and others.

Calhoun Falls, S. C.—A bank is reported being organized by B. B. Gossett.

Monrovia, Md.—The First National Bank, capital \$25,000, has been approved. M. P. Wood, R. B. Murdock, Jacob Shawbaker, John C. Walker and Jas. H. Lawson are the organizers.

Middletown, Va.—The Middletown State Bank has been incorporated with

[For Additional Financial News, See Pages 74 and 75.]

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